

CRUCIAL FINANCIAL TALKS

OPEN IN LONDON

Britain, U.S., Canada In Effort To Solve Crisis

ACCENT ON PRODUCTION

London, July 8.

The United States Secretary of Treasury, Mr. John Snyder, today began critical financial talks with the highest British officials in the midst of high pressure campaigns inside and outside Britain to get the British people to work harder.

Will Ask King To Proclaim Emergency

London, July 8. The King is to be asked to issue a proclamation of a state of emergency in Britain if the London dock stoppage is not settled by Monday morning, Mr. James Chuter Ede, British Home Secretary, announced in the House of Commons today.

The Port must be fully working without discrimination between the ships, Mr. Ede declared.

The position in the docks had not improved today. The result of the ballot taken by the National Amalgamated Stevedores' and Dockers' Union, to which most of the strikers belonged, could not be expected to give any reliable result, because it had been largely boycotted by the men, Mr. Ede added.

Although the number working was 15,000 those who should be at work but were not was 10,000.—Reuter.

Storm Kills 10 Persons In Philippines

Manila, July 8.

The tropical storm which roared through the Visayan Islands of the Central Philippines, skirted Manila to the South and West today, leaving at least 10 persons dead, wrecking houses and harassing small shipping.

The Philippine Weather Bureau estimated the storm at 70 miles South West Manila at 9 a.m. with maximum winds of 60 miles an hour. The bureau said the gale is expected to be entered 130 miles West North West of Manila at 8 p.m. and 240 miles West North West of Manila at 8 a.m. Saturday.

The capital received only light winds and showers.

Small vessels in the storm area were warned to take shelter.

Reports from Visayas said six persons were drowned, two electrocuted by fallen wires and one killed by a falling tree at Cebu, and one drowned at Iloilo.

The Weather Bureau announced that at 2 p.m. today the tropical storm was estimated to be 90 miles West of Manila.

The bureau said the storm was expected to continue moving North West at 11 m.p.h.

It said that at 2 a.m. tomorrow the storm is expected to be centered 200 miles North West of Manila and at 2 p.m. tomorrow it is expected to be 340 miles North West of Manila.—United Press.

THE WEATHER

At 6:00 GMT (5 p.m. HKST) the small tropical depression was centred about 120 miles W of Manila moving WNW or NW at 10-15 knots. To the N the trough persisted from the low pressure area over SW China extending across the Eastern Sea and along the E coast of Japan to the breaking station depression S of Hokkaido. Pressure is high over the Pacific with a ridge extending Westwards to Formosa.

Today's Forecast—Light or moderate S.W. winds, fair.

Maximum: 80.1 deg. F. Minimum: 69.4 deg. F. Sunshine: 12.1 hours.

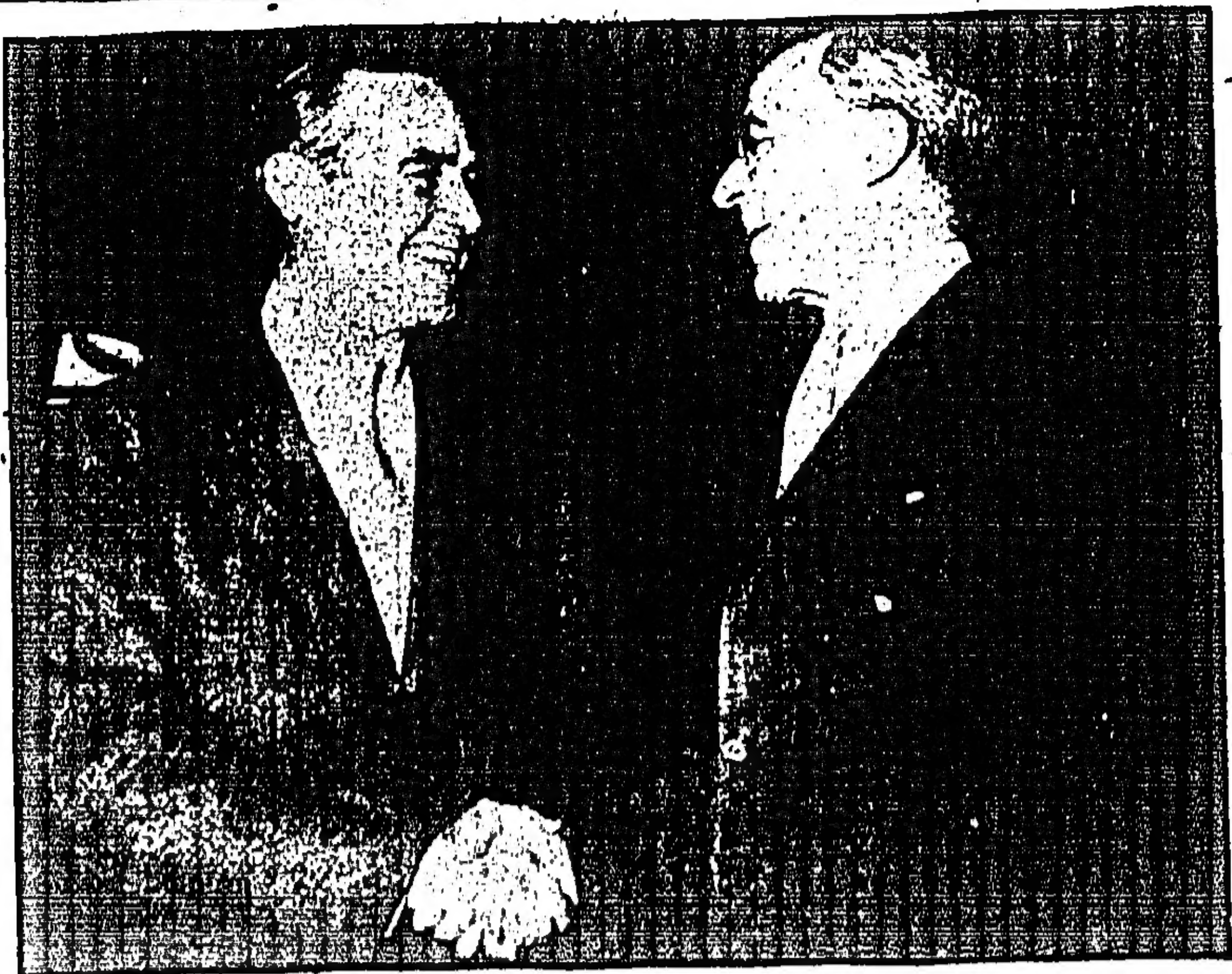
Mainfall: Nil. Total since Jan. 1—1.806 mm.—17.0 in. as against an average of 1062.1 mm.—41.8 in. Readings at: 10 a.m. 1062.1 1004.6 m.h.

Bar: at sea: 1004.1 1004.6 m.h. Temp: 29.7 29.1 m.h.

Rel. Humidity: 68 67 % Dew Point: 78 78 deg. F. Wind Direction: S.W. S.W. by W. Wind Force: 7 2 knots.

Time: 211. Tide: 2.4. High: 2.00:1. Low: 1.00:1.

Agreement In Paris



Chiang Quits Foochow For Canton In Face Of Red Advance

Canton, July 8.

A report said Generalissimo Chiang Kai-shek left Foochow early yesterday aboard the destroyer-escort Tai Kang for Canton and is expected to reach Whampoa late tomorrow.

The Generalissimo was in Fukien apparently to direct operations, as the Military News Agency stated that the "Communist 12th, 15th and 18th armies under Liu Po-chen are reported to be moving toward North Fukien obviously in an attempt to support the local Communists there for renewed attacks."

Government and party leaders \$300,000,000 in bonds and seek are ready to give Chiang a grand further donations of \$5,000,000, 000 as part of its economic measures, reports United Press.

A new Kuomintang national board will be inaugurated after Chiang Kai-shek's arrival. He will be the Chairman of the new board, with Acting President Li Tsung-shan as Vice-Chairman. A second Vice-Chairman will probably be former Premier Sun Fo.

Communist General Liu Po-chen's troops have advanced to a point 120 miles South of Nanchang, and occupied Lon, a strategic centre. North East of Lon, reports Reuter. This was admitted today by the official military news agency.

In an official Chinese Air Force communiqué, it was stated that Communist troops were "busy along the highway and riverline towards Foochow" and that 2,000 Communists had been killed or wounded by Air Force operations.

Denounces Reds

The Acting President, Li Tsung-shan, today denounced the Communists as a threat to the country and to our people to Soviet Russia.

In a long broadcast speech, Li Tsung-shan said that the Communist Party was a threat to the country and to our people to Soviet Russia.

General Li urged all public servants to carry out political reforms and eliminate incompetence and corruption in order to achieve the final success for national salvation.

General Chiu Teh, Commander-in-Chief of the Chinese Communist Army, has, according to Peiping Radio, made a speech in which he said that Communist China must strengthen its friendly alliance with the Soviet Union.

The speech was made in commemoration of the 12th anniversary of the outbreak of the Sino-Japanese war.

Pointing out that the Japanese would unite to build a democratic Japan and co-operate with the Chinese in a joint effort to resist American imperialism and prevent the revival of Japanese aggression.

The Deputy Premier of China, Dr. Chu Chin-shan, in a statement today said the government would work for peace.

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High-Level Talks

High-level talks may be held between British and American officials in six or eight weeks to work out long-range solutions to the British economic crisis, reports Associated Press.

Some diplomatic authorities in Washington said that the problem now appears so serious that it seems unlikely that solutions can be worked out without a meeting of highly placed officials.

On the American side this might presumably mean that the Secretary of State Mr. Acheson would be a participant. Such a conference would follow a London meeting of British Commonwealth officials.

The present mission of Mr. Snyder in Europe is more of an investigating and reporting operation than it is concerned with actual negotiations, according to reliable information here.

It is understood that Mr. Snyder was sent to Europe by President Truman to find out what the problems are and what European leaders think about possible solutions and then to report back to the President and the Cabinet.

Publicly American officials generally take the line that Britain's severe dollar shortage is a result of conditions which can be effectively dealt with so that the success of the European recovery operation will not be jeopardised.

United Press and Associated Press.

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Another Stratocruiser In Trouble

New York, July 8.

The giant four-engine Pan American World Airways Stratocruiser Seven Seas with 65 persons aboard developed engine trouble early today and was forced to return to Llewellyn airport 15 minutes after the take off on a transatlantic flight to Europe.

Mr. Mon Walker, former Governor of Washington, was one of the 55 passengers aboard.

This was the second of the airline's six new luxury peacocks models of the B-29 to develop engine trouble in two days and return to port without casualty.

The Stratocruiser America was forced to return 600 miles to Shannon, Ireland, yesterday when an engine caught fire.

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To Survey Crisis

Today's conference—beginning of a long series that will culminate in a crucial one in Washington in September when the International Monetary Fund meets—will survey the entire British crisis.

The meeting at No. 10, Downing Street lasted 15 minutes after which Mr. Snyder, Mr. Douglas and Mr. Harriman went to the Treasury to start talks with Sir Stafford and Mr. Abbott.

Mr. Snyder arrived from Paris early today prepared to urge the British Chancellor of the Exchequer to:

1. Take steps to make pound sterling convertible into dollars as anticipated under the Anglo-American loan and the Marshall Plan;

2. Tear down rather than build up existing barriers to trade with other European countries and with the dollar area;

3. Prepare for a full discussion in September, at the Monetary Fund meeting in Washington, of the revaluation of currencies;

4. Take drastic measures to increase British production and lower the cost of British goods which is at present high because of inefficiency in industry.

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Reds Hold U.S. Consul In S'hai Incommunicado

Shanghai, July 8.

The U.S. Vice-Consul in Shanghai, Mr. William Olive, 32, was still held incommunicado by Shanghai police today despite efforts of the U.S. Consulate to obtain his release or send him aid.

Even a message from his wife was rejected by the police. They charged in the Communist "Liberation Daily" newspaper that Mr. Olive was "very arrogant, smashed things on the desk at the police station and damaged the watch and fountain pen of policemen."

His action, when he was arrested for a traffic violation 24 hours earlier, "violated police regulation," they said. The Red newspaper said the American still was being investigated.

The Consulate said it had been unable to learn of Mr. Olive's condition or whether any charges had been brought against him. The Consulate said it had learned he was beaten severely after he was taken to the police station. The Consulate was trying to obtain his release through the Communist Foreign Affairs Section.

At the same time the consulate began negotiations through the Foreign Affairs Section over a \$500 Chinese former employed by the U. S. Navy.

The Chinese workers had barricaded Consulate employees in their offices for several hours before the negotiations began.

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Military Censorship In Shanghai

Shanghai, July 8.

Military censorship has been imposed by the Chinese Communists upon despatches of foreign correspondents in Shanghai.

There has been no official announcement of the move, but an Associated Press despatch of July 4 was censored and returned on Thursday.

Communications officials explained that all press messages now must go through military censorship and thus are delayed on to 12 hours in transmission. No censorship has been imposed on non-press messages.

The July 4 despatch which was returned on Thursday concerned the second Nationalist bombing of the Shanghai radio transmitters. It was returned by mail with a notation that the entire message had been rejected.

Since similar despatches reporting the results of earlier and heavier Nationalist air raids were transmitted untouched, indications were the present censorship was rather loose. It might only affect messages which the Communists considered to touch on military security.

"Liberal Policy"

An open letter published in Shanghai's "Ta Kung Pao" today attacked foreign correspondents for "abusing the liberal policy" pursued by the Communists in not censoring despatches.

The letter cited a July 3 despatch reporting a Nationalist bombing raid which gave weather information that it is alleged the letter was signed by a communications official and named no correspondent.

Observers feared the letter may be the signal for the opening of Press and public attacks on correspondents. This is the procedure used previously in other instances by the Communists.—Associated Press.

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ALLSOPP'S LAGER

"The Best Drink under the Sun!"

CALDBECK MACGREGOR & CO., LTD.

ON OTHER PAGES

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Page 8 Motoring Page

Page 9 Berlin Supply Lines Normal Again

Page 12 Finance And Commerce

Page 13 Air Shipping Movements

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CLASSIFIED ADVERTISEMENTS

20 Words \$2 for 1 insertion
\$1 for every additional insertion
10 cents every additional word per insertion
(Alternate insertions 10% Extra)

BIRTHS, DEATHS, MARRIAGES, PERSONAL \$5 per insertion
for 25 words. 20 cents every additional word per insertion.

Classified Advertisements, accepted up to 6 p.m. for publication
in the following day's paper.

Replies for the Following Box Nos. are awaiting collection.

Replies will be forwarded to the Advertiser if requested on the
original form which should bear their names and addresses.

A suitable announcement will be inserted Free of Charge if
Advertisers' requirements are satisfactorily answered.

PERSONAL

To Messrs. Humphreys & Robert
Tongyuan Huang. The above
gentlemen stored a quantity of
furniture in our shop in 1941.
We would request that the above
gentlemen will arrange for the
removal of same within one
month. Otherwise the furniture
will be sold by us to defray
storage rent and other expenses
incurred. Hongkong Furniture
Co.

POSITION WANTED

CHINESE young lady seeks
position. Experienced in general
office work. Typing and filing.
None shorthand knowledge. A.T.
reference. Box 887 "China Mail".

EXPERIENCED cook working for
an American family in Shanghai
now came to Hongkong, seeks
immediate position. Please write
Box No. 886 "China Mail".

WANTED KNOWN

WELDING Transformer Phillips
latent manufacture maximum
current 350 Amps at 35 Volts ac.
Maximum input load 24 KVA
Voltage adjustable from 190 to
500. HK\$1,000. Additional acces-
sories HK\$178. Swire & MacLaine
Ltd.

CARPETS Persian, Chinese
Oriental designs in embossed,
plain and fancy, all colours and
sizes. Carpet Industries 63
Austin Road, Kowloon.

CARPETS, RUGS, UPHOLSTERY,
cleaned in your own home by
modern, convenient DURACLEAN
SERVICE. Tel. 24408. Agent,
George Lin & Co. 202 Bank East
Asia Building.

LADIES we have at your service
all specialized operations for
Helene Curries Cool Waves,
machineless oil perma hairstyles
manicure—ROSE Marie Beauty
Parlour—phone 53384—43, Han-
kow Rd., Kowloon.

DRESSES (All Kinds of Materials)
best styled at competitive prices
from HK\$23.00 up satisfaction
guaranteed inspection cordially
invited at Long Kee Ladies Tailor
No. 310 Peking Road Nathan
Road Corner.

RUGS Carpets from Peking and
Tientsin Superior quality at
attractive designs reasonable ques-
tions. Please visit: Chung Hing
Co. 17 Wyndham Street.

CLASSIFIED
ADVERTISEMENTS

MAY BE BOOKED AT THE
SWINDON BOOK STORE, 25
NATHAN ROAD, TEL. 59327.

RENOMMEE DRESSES—SUM-
MER SALE Large reduction on
all dresses. 503, Victory House, 5,
Wyndham Street.

RUGS Peking Art Rug Co.,
Wholesale & Retail, Room 8-9
Lucky Apartment, Corner of
Halkow & Peking Road, Kowloon.

CARPETS & RUGS—Genuine
Peking and Tientsin, lovely de-
signs and colourings, various sizes.
Come and inspect at The Carpet
Rug Co., Kowloon Building, 4th
Floor (Opposite Hong Kong
Hotel) Queen's Road, Central.

FOR SALE

PETROL ENGINE "Villiers" four
stroke 1.3 H.P. at 3,000 R.P.M.
suitable for Driving Pumps,
Generators, Small Auxiliaries,
etc. HK\$10.00 Swire & MacLaine
Ltd.

TAMARA MAY Room 503 Penin-
sula Hotel American Dresses for
all occasions large selection all
sizes at moderate prices. Orders
Taken.

PILOT RADIO: Putting the em-
phasis on Shortwave Worldwide
Reception, every Pilot has more
than a quarter of a Century's
experience built into it. "The
Standard of Excellence" motto
has been proudly maintained.
Demonstration without obligation.
Colonial Agencies, Teakoochoy
Bldg., 14 Queen's Road, Phone
26510.

HONG KONG FILM AND
THEATRE NEWS at 50 cents per
copy. Obtainable at Leading
Book Stores, Newspaper Stalls
and "China Mail" Office.

INLAND REVENUE
DEPARTMENT
RETURN FORMS

All persons, whether indi-
viduals, partnerships, or com-
panies, who are liable either to
Profits Tax or to Salaries &
Annuities Tax, and who have
not already received a Return
Form, should now apply for a
form to the Inland Revenue
Department. Under Section 52
(2) of the Inland Revenue Or-
dinance, 1947, persons charge-
able with tax who have not
received a Return Form within
three months after the com-
mencement of the fiscal year,
are required to notify the Com-
missioner that they are so
chargeable, not later than 14th,
July, 1949.

E. W. PUDNEY,
Commissioner of Inland
Revenue

July 8, 1949.

ST. STEPHEN'S
COLLEGE AND PREP.
SCHOOL, STANLEY.

Old Boys, Parents, Internees
and other Friends are invited
to attend the Prize-giving on
Wednesday, July 13th, at 5.30
p.m. at Stanley, when His
Excellency the Governor has
kindly consented to distribute
the prizes.

The Band of the Buffs, by
the kindness of Lt. Col. S. W. B.
Parry and Officers, will play.

NOTICE

CABLE & WIRELESS, LTD.

By courtesy of the Post-
master General and for the
greater convenience of the tele-
graphing public, a Counter will
be opened at WESTERN
MARKET POST OFFICE from
Monday, 11th July 1949.

Cash and Deposit Account
telegrams may be handed in
there on weekdays between
9 a.m. and 5 p.m.

THE HONGKONG SOCIETY
FOR THE
PROTECTION OF CHILDRENEVER READY TO AID
SUFFERING CHILDREN

Hon. Treasurer:—

MR. A. McKELLAR
Messrs Mackinnon, Mackenzie
& Co.

MR. LI FOOK WO
C/o Bank of East Asia, Ltd.

LAMBERT BROS.

Auctioneers, Surveyors
and Appraisers,
Pedder Building,
Telephone No. 20224.

Do Sousa's Auction Rooms

Auctioneers, Surveyors
& Appraisers
Basement, French Bank Bldg.
Tel. 31867

FAR EASTERN FREIGHT CONFERENCE
NOTICE TO SHIPPERS

Notice is hereby given that effective 1st July, 1949, Messrs.
Lloyd Triestino, Societa Anonima di Navigazione have been
readmitted to the Far Eastern Freight Conference and all Con-
tract Shippers of this Conference are kindly requested to add
the name of Lloyd Triestino, Societa Anonima di Navigazione
to the list of Member Lines in Shipper's own copy of the Home-
ward General Cargo Contract—China and Hong Kong.

All holders of Hong Kong Freight Tariff No. 3 and Gulf
of Aden Freight Tariff No. 4 should add the name of the new
Member to the list of Lines shown on page 1 in the respective
Tariffs.

FAR EASTERN FREIGHT CONFERENCE.

A. W. HAY-EDIE.

Local Chairman.

Hong Kong, July 9, 1949.

HARRIMAN REALTY CO., LTD.

Real Estate
Brokers
and
Valuers

TO LET—Two Apartments—Fork
and overlooking Lanchow Beach. Five/ele
rooms nearly completed. Panoramic
views. Lease (no purchase).

King's Building (2nd Floor), 9, Connaught Rd., Hong Kong.

NO MEANS OF
SUPPORT

Frank B. Miles, aged 30, of
Scotland, gave himself up at Cen-
tral Police Station yesterday morn-
ing and told the Police that he
had no visible means of support.
As a result, he was committed to
the House of Detention by Mr.
F. T. d'Almeida at Central yester-
day when he was charged with
being a destitute in the Colony.

Broker Charged With
Operating Through
Illegal Radio Station

The case against Ma Chan-man (Ma Chang-wen)
was given its first hearing yesterday afternoon
at the Central Magistracy by Mr. Hin-shing Lo.
Defendant was charged with violating the local or-
dinance governing telecommunications by
sending wireless messages outside the colony
and receiving wireless messages back through
an unlicensed wireless station.

The Crown Counsel, Mr. M.
Heenan, opened the case by
telling the court that on the
afternoon of April 1, Wireless
Inspector D. B. L. Grew en-
tered the premises of 35 Des
Voeux Road, Second Floor, as
a public officer. He found that
the flat consisted of three main
divisions, one of which appear-
ed to be the main office. When
the inspector entered the flat,
eight Chinese men, including
defendant, were present. All
the occupants there were work-
ing. Defendant claimed that
he was the manager of the con-
cern.

Mr. Grew discovered that there
were two telephones in the flat,
two of which were dial tele-
phones. The two dial telephones
were installed on defendant's
desk, and each of these two tele-
phones had an extra installation
on one of the other desks.

Books Discovered

Defendant then told Mr. Grew
that he was a broker doing busi-
ness for his clients in Hong Kong,
Guangzhou, Saigon, Siam, and
various other cities in China pro-
per. A number of books were
discovered which had records on
them written in Chinese. The
contents of these records were
wireless messages despatched and
received by defendant's firm.

Mr. Grew learned from defend-
ant that until about 18 months
ago, defendant had been com-
municating with his clients out-
side the colony by means of the
Cables and Wireless Ltd.

About 18 months prior to the
search, defendant's clients had
suggested to him that he should
use means other than the Cables
and Wireless Ltd. to communicate
with them. At this point, it be-
came clear to Mr. Grew that de-
fendant had committed an offence,
then told down a statement in
the defendant recorded in long
hand. It was typed and handed
back to defendant to sign. He
then signed the statement.

Mr. Heenan said that the evi-
dence in this case consisted of the
crucial admission to Mr. Grew
by defendant, defendant's caution-
ed statement, and translation of
certain passages of the record
books seized on the premises.
These were specific messages
transmitted outside the colony by
means other than Cables and
Wireless Ltd.

Purely Commercial

At this point, Mr. Hin-shing Lo
asked whether there were any
political purposes in these mes-
sages. The Crown Counsel, Mr.
Heenan, answered that they in-
dicated purely commercial opera-
tions.

Mr. Heenan then said that the
time lapsed between a message
sent and a message received in-
dicated that these messages were
transmitted by means of Wireless
The Cables and Wireless Ltd.
would not accept by phone cable
messages during office working
hours. After office hours, cable
messages by phone could only be
accepted by a cable which was
made a deposit with Cables and
Wireless Ltd.

On the request of Mr. Grew,
Cables and Wireless Ltd. searched
its records from March 18 to May
4 inclusive to ascertain whether
the messages had indeed been

handled by them, but failed to
find them in their records.
Mr. Heenan then said that the
present case was of some little
importance, since there was wide-
spread use of facilities other than
Cables and Wireless to com-
municate outside the colony. It
would bring home to these people
that every time they were com-
municating outside the colony by
unlicensed stations, they were
breaking the law.

Mr. Grew then told the court
in the witness box that defendant
told him that he was buying and
selling for his clients on a com-
mission basis. He also told him
that he had another office in
Bangkok in a business entirely
similar to the one carried on here.
He bought and sold any article
requested by his clients. When his
clients suggested to him that they
were dissatisfied with Cables and
Wireless as a means of sending
cables, he was obliged to use
some unidentified means of com-
munication, lest his clients should
desert him.

Defendant's counsel, Mr. V. L.
J. D'Alton, then cross-examined
the witness. He asked him whether
defendant had objected to his
taking away the books from him.
Witness answered in the negative.
The case was adjourned at 5.55
p.m. until 2.30 p.m. on July 11.

Greeks Accuse
Tito Again

Trieste, July 7.

Greek Communist leaders to-
day accused Marshal Tito of
sabotaging the Greek guerrilla
war effort.

It was the third grave charge
against Yugoslavia recently and
brought Greek Communist rela-
tions with the Tito regime to the
breaking point.

Directors of the Greek Com-
munist Party of Macedonia, in a
guerrilla radio communique, said
Yugoslav fifth columns were bor-
ing into the Party.

The communique said that Mar-
shal Tito aimed at paralyzing the
guerrilla "liberation front" along
the Bulgarian border and alleged
that Yugoslavians hoped to seize
Macedonia.—Associated Press.

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By Dick Turner



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strong left hook!"

BARCLAY ON BRIDGE

By Shepard Barclay

The Authority on Authority

COUNT AS YOU GO ALONG

IN THE PLAY for a close con-
tract, it can be vital to count suit
lengths as you proceed. First
you get the exact count of one
suit in one defender's hand and
then of another. Whenever you
know the number of cards one
of them holds, you can easily
subtract from thirteen to find
how many are opposite him.
When you get far enough along,
you may be able to see that the
sure way to make your contract
is by losing one defender into
the lead, making him come back
to you in the way you require.

S 10 9 3
H A J 6 3
D A Q 7
C A K 7 2

S Q 8 7 4
H Q 8 8 2
D 8 5 3
C 9 8

S 10 5 2
H 10 4
D J 10 7 4
C J 10 6 4

S A K J
H K 7
D K 9 6 2
C Q 5 3

(Dealer): North North-South
vulnerable.

North	East	South	West
1 H	Pass	2 NT	Pass
3 C	Pass	5 NT	Pass
6 NT			

Those No Trump bids were nat-
ural, not Blackwoods. If the
pair had used the artificial con-
vention and learned about all the

aces and kings on its side, it
might have got into an unmake-
able grand slam. As it was,
South had to work hard enough.

First he read the diamond 8
lead as not possibly a fourth-
best, since only two higher were
out. So he tentatively counted
East for at least four diamonds.

Needing some good fortune, he
scored the heart K and finesse
the J. East's 10 there told him
West must have had four of that
suit. Then he set out to elimi-
nate everything but spades from
West if clubs didn't break evenly.

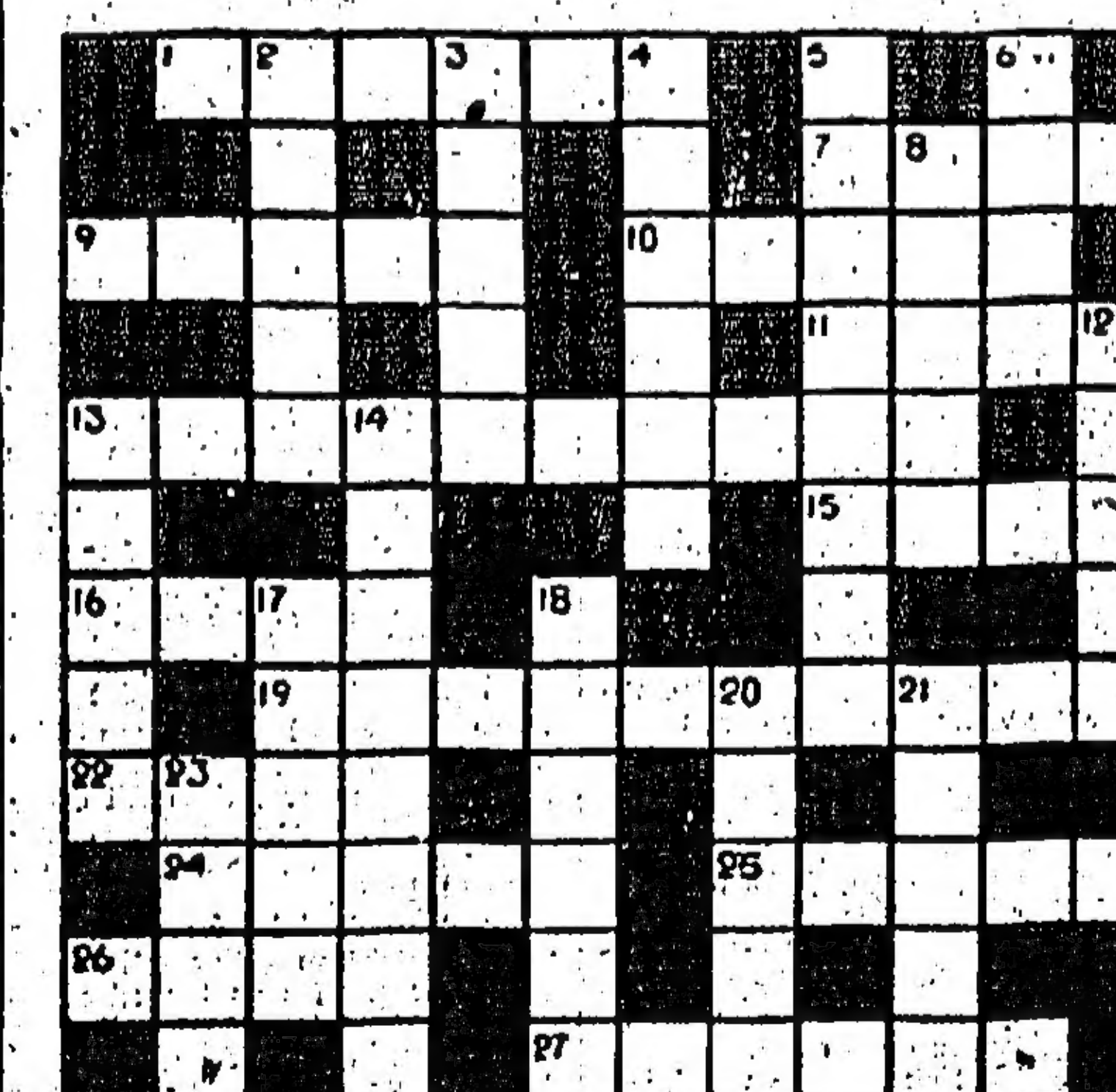
He took in the diamond Q, club
Q, diamond K to discard a spade,
club's A and K, nothing West's
spade discard on the latter.

Now he tabbed East as origi-
nally holding four diamonds, four
clubs, two hearts and three
spades, West having four in each
major, three diamonds and two
clubs. After the heart A brought
a spade discard from East, con-
firming his reading, he threw
West in with the heart 6 to the
Q, knowing that worthy had
nothing left but three spades.
West had to return one of them
into the A-K-J to give South his
contract.

Your Week-End Question

What is a declarer's most im-
portant reason for overraking an
honour from one of his two hold-
ings with an honour in the oppo-
site holding?

A BRITISH CROSS WORD PUZZLE



Across

1 Abundant.
7 Sour.
9 Imitating.
10 Collies.
11 Reason.
13 Choice.
15 Accustomed.
16 Tropical.

Down

2 Spry.
3 Nook.
4 Basket.
5 Care of the
hands.
6 Mud.
8 Yields.
12 Helped.
13 Temporary.

Yesterday's Crossword

ACROSS—1 Veered, 4 Greed,
7 Nailed, 8 Offer, 10 Ewer, 12
Directs, 15 Regum, 16 Mast, 17
Tuck, 19 Oligon, 20 Average, 21
have, 22 Iron, 24 Pedium, 25
Bank, 26 Taster.

DOWN—1 Vendetta, 2 Phil-
ices, 3 Ever, 5 Hilted, 6
Elects, 9 Lisle, 11 Rotunda, 12
Dugget, 13 Canaries, 14 Brainer,
16 Averse, 22 Dera.

HIGH LEADERS OF THREE ARAB STATES TO VISIT BRITAIN THIS MONTH

The Flynns Call It All Off

Las Vegas, Nevada, July 7. Nora Edgington Flynn, Errol Flynn's red-haired wife, divorced him today thus clearing the way for her marriage to the singer, Dick Haymes.

Haymes was divorced in June by the actress Joanne Dea. Mrs. Flynn said she and Haymes would marry in Beverly Hills on July 17.

She won legal custody of both her children, Dorette, aged four, and Rory, aged two, but Errol obtained physical custody of Rory under a property settlement.

Flynn is 39 and Nora 24. They married in 1943. Associated Press.

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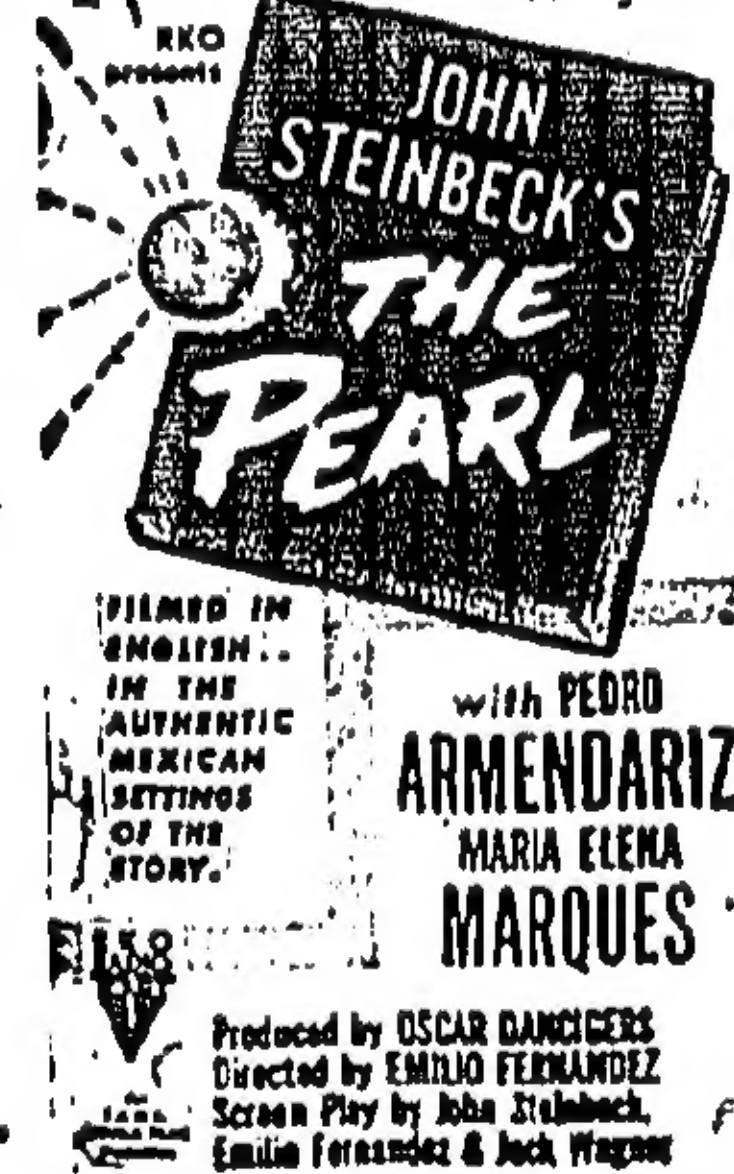
— TOMORROW —

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"THE NAUGHTY NINETIES"

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"ALLIED FIGHT FOR FREEDOM"

Ritchie To Be Relieved Soon

London, July 7. Because he fractured a leg in Singapore, General Sir Neil M. Ritchie, British Far East Land Forces' Commander-in-Chief, is to be relieved seven months earlier than originally planned.

His successor will be Lieutenant-General Sir John Harding, now commanding Southern Command, who is taking over at the beginning of August.

General Ritchie will take up the appointment of Commander, British Army Staff, Washington, and military member of the Joint Services Mission next spring. —Reuter.

Mysterious Illness In Rome Zoo

Stockholm, July 7. Swedish veterinary authorities expressed alarm today over recent reports from Rome about a mysterious illness affecting animals in Rome's zoo.

A Swedish expert veterinary state councillor, Axel Alegen, said today he failed to understand why the Italian government kept the nature of the illness a secret.

"If it is a plague among the zoo's ruminant animals, and it sounds like it, then the Italian government's attitude seems utterly irresponsible," Alegen told The Associated Press.

He said the case should be reported immediately to the International Veterinary Organisation (OIE), International Office of Epizootics in Paris, of which Italy is a member.

"We expect to have a report tomorrow," Alegen said. "If not we plan to alert the international organization and demand an investigation."

Alegen said no ruminant animals would be allowed to go between Italy and Sweden in either direction pending a full report on the illness.

"Italy maintains relations with those parts of Africa which are a constant source of cattle plague," Alegen pointed out. "Sweden had cattle plague in the 18th Century and it all but ruined our country. We do not want something like that to happen again." —Associated Press.

Italy maintains relations with those parts of Africa which are a constant source of cattle plague, Alegen pointed out. "Sweden had cattle plague in the 18th Century and it all but ruined our country. We do not want something like that to happen again." —Associated Press.

Agreement On Schleswig Area

Kiel, July 7. The Schleswig-Holstein Government and the pro-Danish South Schleswig Union reached agreement here today on the Union's demands on cultural and other questions.

Details of the agreement will be presented to the State Parliament.

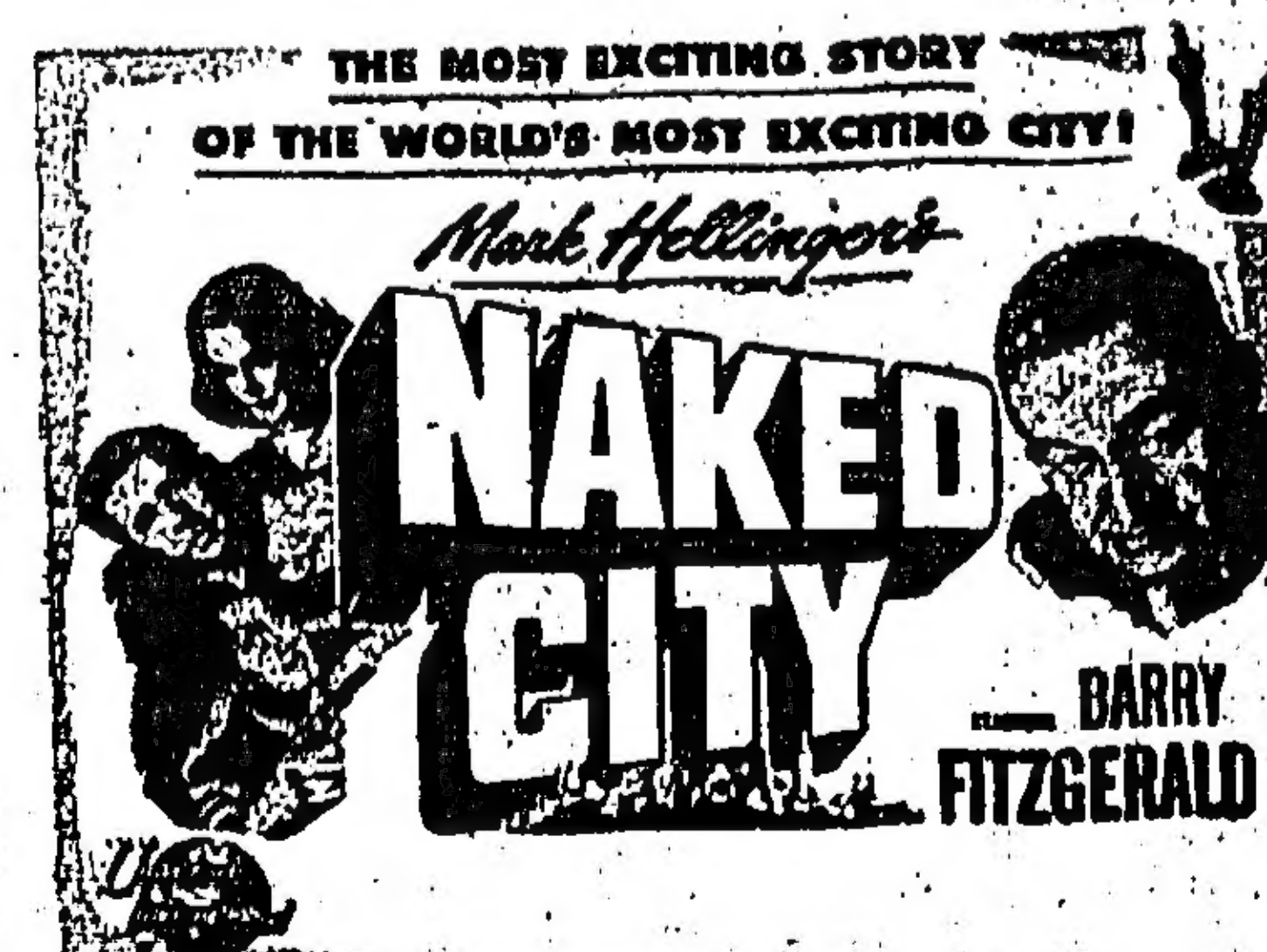
Mr. William Asbury, British Regional Commissioner for Schleswig-Holstein, presided today.

Colonel Lundin, a representative of the Danish Government, was present as an observer.

The Danish minority in the Northern part of Schleswig-Holstein has made repeated demands for a return to Denmark. Recently it has been concerned with protecting its civil rights and special schools. —Reuter.

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From a story by WALTER NEAL - A Universal-International Release
— TOMORROW —
"A FORGOTTEN WOMAN"
A Chinese Picture With Mandarin Dialogue

India Seeking To Reduce TB Deaths By Inoculations

London, July 7. India's plan of campaign to bring down the annual death-roll from tuberculosis of 500,000 people by mass inoculation with BCG vaccine was outlined in London today by Dr. Parakath V. Benjamin, tuberculosis advisor to the Government of India.

He told the Commonwealth Tuberculosis Conference, attended by delegates from 50 countries, that if BCG had reduced tuberculosis mortality among the North American Indians by four-fifths, it was reasonable for India to anticipate a reduction by the same method. It was too much, however, to expect that BCG could make any appreciable effect upon the epidemiology of tuberculosis in India unless it was carried out on a mass scale and this in the shortest possible time.

"It is estimated," Dr. Benjamin added, "that 100,000,000 people in India are likely to be tuberculin-negative and will need vaccination. They are mostly in the age groups below 20."

"If at least 80 per cent of these can be vaccinated during the next five years, and if succeeding generations can be continuously tested and vaccinated, then in about 15 to 20 years we may be able to note an appreciable reduction in tuberculosis morbidity and mortality."

He also said that BCG had been in use for more than 20 years among small groups of population in different Western countries. The results of controlled investigations showed that tuberculosis mortality and morbidity could be reduced considerably by this vaccination. —Reuter.

Can Be Reduced
"If a reduction in mortality similar to that achieved among the North American Indians can be attained in India, the present annual mortality of 300,000 can be reduced to 100,000."

"This is what we aim to achieve by BCG vaccination. Can it be done?"

"One team of vaccinators consisting of a doctor, a nurse or health visitor and other necessary staff with a mobile van can test and vaccinate about 100,000 persons a year. Two hundred such teams should be able to test all the tuberculin-negative people in the country in five years."

"Two hundred teams could be equipped at a cost of 30,000,000 rupees and work at a cost of another 30,000,000 rupees per year."

"We require roughly 4,000 tuberculin clinics and about 500,000 beds for tubercular patients; about 15,000 doctors and a large number of nurses, health visitors and ancillary staff. Against this we have at present only about 125 clinics, 7,500 beds for tubercular patients and about 200 odd trained personnel."

Dr. Benjamin said that the first BCG centre in India was inaugurated in August, 1948, at Madanapall. It was hoped that 200 teams would be trained and working by the end of 1950.

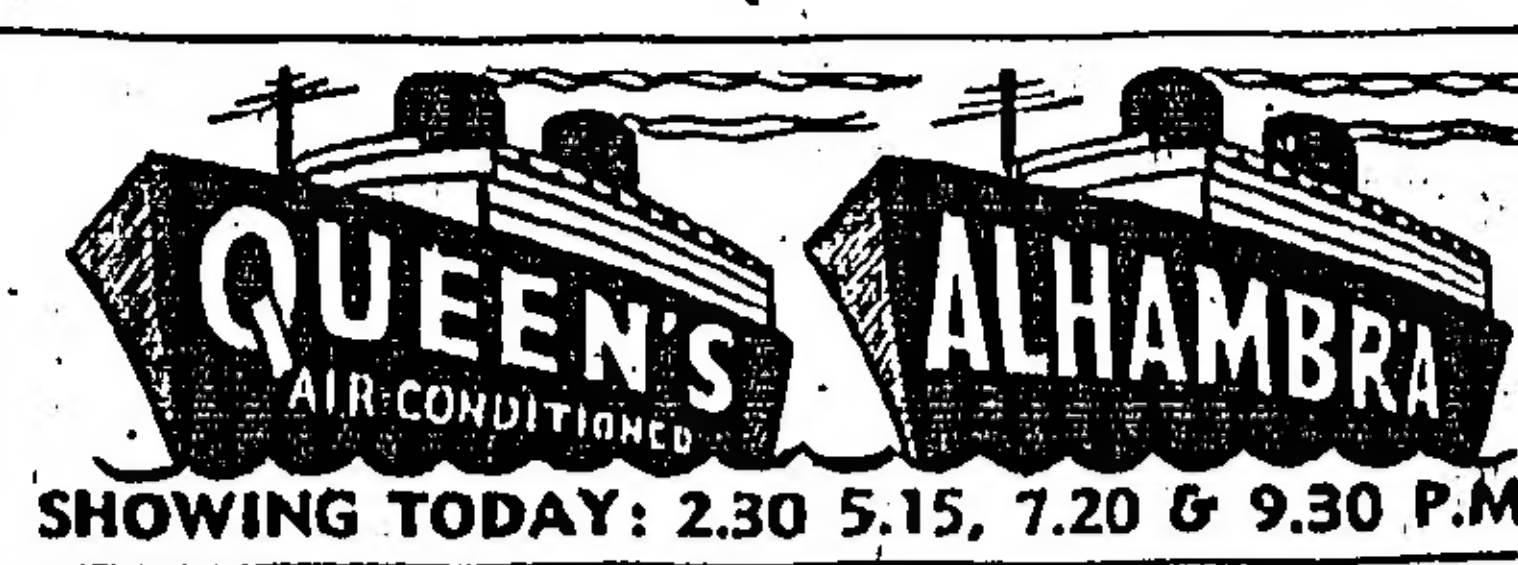


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"RETURN OF THE BAD MEN"
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Produced by M.T. HOLL - Directed by RAY LORRICK - Screenplay by Charles O'Neal, Jack Nicholson and Ted West
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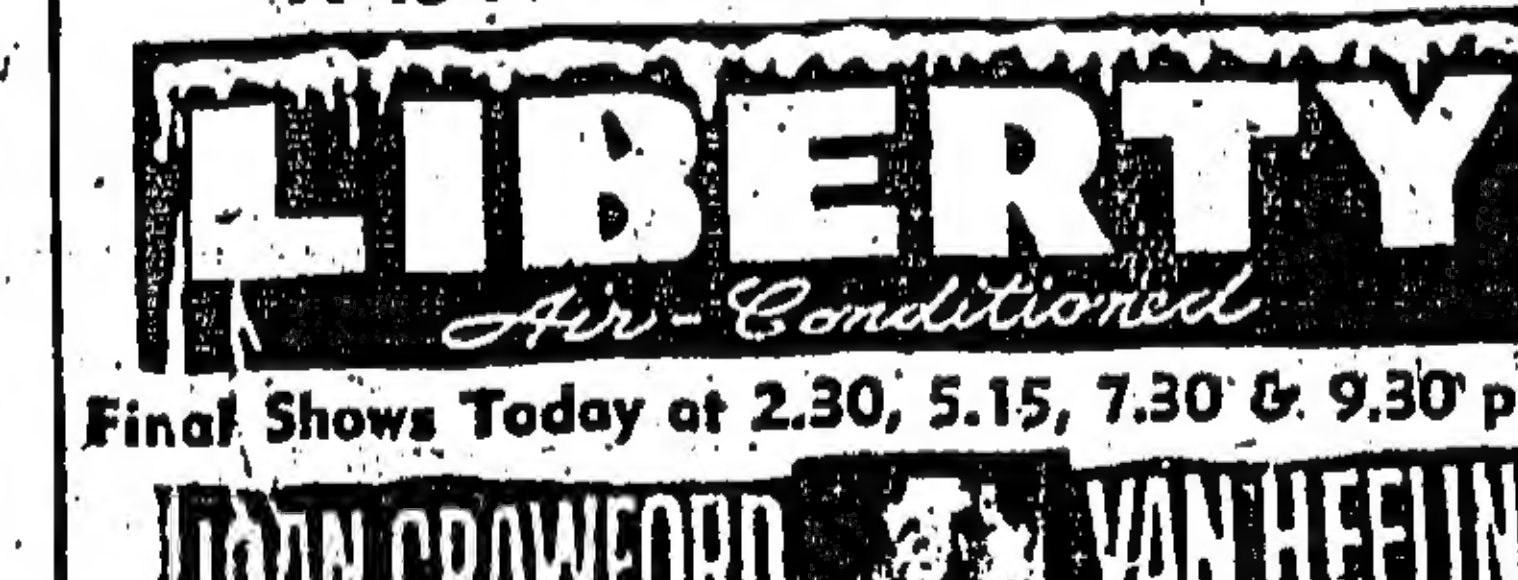


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No doubt, as the speaker said, the habit of respecting this order will be acquired before long, but it will come hard. Taxi drivers, for example, would think, are likely to become so frustrated that they may resign by the score. In view of the congestion of vehicles during most of the day, it will be interesting to see how the police manage to enforce the order, all with everyone hoisting once, we look forward seeing how guilt can be pinned to any individual offender. On the other hand, of course, the uniformed monitors can always haul the first five cars they see they are 'bound to be' culpable.

The institution of pedestrian crossings is another laudable idea, and if successful, likely to result in a stream of grateful citizens laden with flowers and 'tip money' for the 'blushing officers responsible for the miracle.' The benefit of innovation will not be immediately apparent, there can be no doubt that for some time policemen will have to be stationed at the point, to impress on the hitherto all-powerful flow of the road that 'walkers' citizens will now have the right to cross the road without being regarded as 'game.'

Presumably careful thought has been given by the authorities to this development. While 2,000 crossings must be regarded as a class amenity by the ordinary person, particularly children and the aged infirm, the matter requires arranging. Our pavements are now so overcrowded that, especially at busy intersections, vehicular traf-

The profit motive is wrong and outmoded. The modern problems of a mechanical and industrial world require equally "modern"

The Missing Tenth

In regard to numbers it is more ignorance to say that the Commission has only told us what we all knew already. On the contrary, it has made large additions to knowledge.

Its lists of "family" formulae, "survived" and "early" formulae like the "Nat. Reproduction Rate," and taken in conjunction with the results of its special family Census, enables one to see far more intelligibly just how much more

The first tendency has been increasing in Britain since the 18th century, but has been the dominant (and of course, most rightly so) tendency during the 20th century. The second tendency, in its extreme form, dates from the 19th century, and is moving upwards. We are now down to the 19th century, and stocks upwards, and the world have come to the point where we become ill and die out.

The reasons for their inferiority are not physical but prudential. If we disabled (as we have)

Burdens Of Parent

Yet the Yugoslavians put up with these conditions. Even the peasants, who are the poorest people who eat the wheat and the maize and keep the pigs that form Yugoslavia's main foods, are still co-operating with the Government. They grumble incessantly about prices, and taxation—but they carry on.

The Communists accused Tito of developing a dangerous form of nationalism; but Tito declares that he was expelled because he would not allow Russia to interfere in Yugoslav affairs, and that he was expelled because he would not allow the Russians to demand the independence of the Yugoslav people.

It is prudent to leave the people alone, (except, perhaps, in a dream) the argument of his prudence is overweighed that no flat-rate relief will affect any but the poorest.

It is prudent to leave the people alone.

chance it will

INSURANCE

The economic situation in Yugoslavia today is difficult. The needs of the population are not being met. The government is not able to import the goods and services which are needed for the country's development. The government is not able to import the goods and services which are needed for the country's development. The government is not able to import the goods and services which are needed for the country's development.

to die, for in the past hundred years many of the rulers of the Serbian people have died violent deaths, and Tito has some inevitable enemies. But whatever happens, his name will go down in history as the first ruler of a small Communist State in the Balkans, and not away with it in Moscow, and not away with it in East for one year.

Though no-one gives a
cup,
And sparrows sing...

... ..

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U.S. BUYING FROM STERLING AREA MAY INCREASE

Present Falling Off Due To Seasonal Adjustments SNYDER'S STATEMENT

Paris, July 7.

Mr. John Snyder, Secretary of the United States Treasury, said here tonight he believed that American purchases from the Sterling Area would increase again soon.

He told a press conference that the present falling off of such purchases was probably due to seasonal readjustments. It was more than likely that, as soon as the readjustments had been made, there would be a renewal of purchases of raw material for industry, he said.

Mr. Snyder has been in Paris since Sunday, meeting French Finance leaders and officials of the European Recovery Programme.

Snyder To See Bevin And Cripps

London, July 7.

The United States Secretary of the Treasury, Mr. John Snyder, will see the British Foreign Secretary, Mr. Ernest Bevin, and Sir Stafford Cripps, Chancellor of the Exchequer, sometime tomorrow afternoon to discuss Britain's dollar crisis.

Mr. Snyder is due in London tomorrow morning from Paris. He is expected to be accompanied by Mr. Averell Harriman, the acting American Ambassador to the Economic Co-operation Administration.

The United States Ambassador, Mr. Lewis Douglas, returned today from Paris where he has been giving Mr. Snyder a detailed picture of Britain's difficulties. Mr. Douglas will accompany Mr. Snyder and Mr. Harriman for the talks with Sir Stafford and Mr. Bevin.

Mr. Snyder may also see the Prime Minister, Mr. Clement Attlee, later. He plans to stay in London until Sunday, when he leaves for Brussels on his European tour.

American sources said that Mr. Snyder's talks with Mr. Bevin and Sir Stafford will give British officials a chance to state their belief that a long-term policy is needed to pull the Sterling area out of its dollar losses.

The Canadian Finance Minister, Mr. Douglas Abbott, is due in London today. Mr. Abbott, as a representative of a dollar country, will attend the meeting between Sir Stafford and Mr. Snyder.

Tomorrow, he is to fly to London for dollar talks with Sir Stafford Cripps, British Chancellor of the Exchequer.

Mr. Snyder declared that, in reading Sir Stafford's statement to Parliament yesterday, he had been inspired by the Chancellor's faith in Britain's capacity to overcome current difficulties.

Sir Stafford had suggested a meeting, he said, to survey not only the immediate financial problems facing Britain but also to testify at this juncture those basic policies of the European Recovery Programme which would contribute to the restoration of multilateral trade and convertibility.

In a written statement issued to the press, Mr. Snyder said he was greatly impressed with the marked improvement in the French economic position as he had seen it since his arrival on Sunday.

The statement added that Mr. Snyder found extremely helpful the informal conversations he had with the French Finance Minister, M. Maurice Petesche, M. Wilfrid Baranger, Governor of the Bank of France, and other French Finance leaders.

Better understanding of the aims of these conversations, the statement added, was to seek a better understanding of financial problems of mutual interest.

Among the subjects discussed were: internal French monetary developments and the current international trade and payments position of France.

On the exchange rate policy, it was agreed between Secretary Snyder and Finance Minister Maurice Petesche that the

International Monetary Fund provides the appropriate forum for international co-operation in this field.

Mr. Snyder also reviewed for the French leaders the business outlook in the United States.

"The Secretary expressed complete confidence in the soundness of the current American economic position," the statement said.

In reviewing the progress of the European Recovery Programme, the Secretary pointed out that the United States plan had been effective in promoting economic recovery in participating countries.

Reviewing the economic situation in the United States, Mr. Snyder said that an index of the United States' national economy, at the end of June, was the fact that income paid to individuals was running at the rate of \$214,000,000,000 a year, a high level for the all-time peak of last December.

In addition to that potential purchasing power, the American people had in saving \$200,000,000,000 in cash and accounts. That did not include the cash value of insurance policies, the liquidation of capital assets, or the like, he added.

Recent figures of increased unemployment were due, Mr. Snyder said, to an increase of the total labour force and not to people being put out of work.

There had been shifts of people in industry but the maintenance of the level of employment was running very high.

After his press conference, Mr. Snyder called at the French Finance Ministry and had a final 15-minute interview with M. Petesche.—Reuter.



Reaction To Cripps' Statement

World reaction to the statement on Britain's gold and dollar position made by Sir Stafford Cripps and which disclosed Britain's three-month ban on dollar purchases and declared that Britain did not intend to devalue Sterling showed little surprise.

In New York the Market in British Sterling for future delivery slumped to its lowest point since the war.

In Washington, Senator Taft, Chairman of the Republican Party Policy Committee, said that the British could not expect the United States to give them additional help.

In New York, the Financial Editor of the New York World Telegram asked, "What is suggested about the Pound? Being overvalued it is helping to disrupt the trade of the world."

The Journal of Commerce said that several courses were now open to the United States.

"We can," it said, "seek to patch up the situation for the time being, keeping Marshall Plan assistance at the current level and urging Sterling devaluation or other remedies that would give at least temporary relief."

"Secondly, we could step up Marshall Plan aid as a means of sustaining exports."

"In the third place, we could curtail Marshall Plan aid."

"Finally, we could make it clear to the British and other European countries that the time has come to stop trifling with the problem of raising productivity and to tackle it seriously. There is no more time for Socialism as usual."

Senator Uges Ratification Of Alliance

Washington, July 7. (Reuter.) Senator Uges today asked the Senate to ratify the North Atlantic Pact, coupling his endorsement with a warning that Britain's dollar troubles may throw a monkey wrench into the United States' foreign assistance programme.

Senator Karl Mundt said he believed that the pact, to be successful, should be implemented and extended to include all countries opposed to Communism. He added that he believed the pact excluded more than it included but did not name any countries.

Senator Ralph Flanders denounced the North Atlantic pact, saying it would not halt Russia but would help to bankrupt the United States. Senator Flanders is one of the few expected to vote against ratification.

He told the Senate: "The Poliburo has set out to ruin us economically. The Poliburo has victory within its grasp. It is at this moment ruining our country. It determines our policy not merely in the foreign field but in the domestic field."

He then said the world's battlefield was not where the leaders of the Atlantic Pact thought it was. He said the United States had fallen into a Russian budgetary ambush by overexpanding in the foreign aid and military preparedness fields. The result, he stated, could only be national bankruptcy.

Senator Flanders also said the pact's related \$1,450,000,000 arms programme would be another step in the Soviet plot to bankrupt the United States.—United Press.

London Dock Strike Spreads As 250 Call Protest Strike

London, July 7.

The big East London dock strike spread today when 250 men joined 8,600 already on strike as a protest against military intervention by soldiers called in by the Government to unload food-ships.

The Dock Labour Board announced this afternoon that drivers engaged at East Smithfield, near St. Nathetine Docks, had struck, refusing to handle meat unloaded by troops at the Royal group of docks.

The first report of these drivers going on strike led the Minister of Labour, Mr. George Isaacs, to announce in the House of Commons that 2,000 porters at the Smithfield meat market, in Central London, had struck.

The Minister, later, apologized to the House saying that his statement that 2,000 porters had struck was incorrect.

"I had this information in good faith and at that time I was unable to check it sufficiently," he said.

Trade Union officials at the Central London meat market quickly and emphatically denied that there was any strike there.

Earlier, Mr. Isaacs stated in Parliament that there had been no improvement in the dock strike position. Ninety-six ships were idle and seven were undermanned.

Mr. Isaacs also announced that the National Amalgamated Stevedores and Dockers Union, whose members form the great majority of those on strike, were holding a secret ballot tomorrow morning to decide whether they should resume normal working in the docks.

Mr. Anthony Eden, deputy leader of the Opposition, asked the Minister to make another statement, before the week-end, because the situation was disturbing especially in view of reports from the other side of the Atlantic.

Mr. Isaacs said he could make a further statement tomorrow.

"Regarding the position overseas, steps have been taken through the kind offices of the Canadian Government to see that the action contemplated is not carried out until, in fact, it has been pushed into the background for the time being," Mr. Isaacs said.

Mr. Hay C. Banks, international representative of the Seafarers' International Union, which has been engaged in a three-months' strike with the Canadian Seafarers' Union, said yesterday that members of his Union would boycott all British ships in Eastern United States ports from midnight.

Premature Later, the Maritime Trade Council said that Mr. Banks' announcement was premature though there would be a boycott eventually.

News of the spreading of the London strike, now in its second week, came a few hours after 300 Scots and Coldstream Guards and sailors of the Royal Navy had moved into dock-land to start unloading. The dockers were continuing their strike today after refusing to unload two Canadian ships, strike-bound because of the dispute between rival Canadian seamen's unions.

The dockers are prepared to work on all other ships except these two.

The employers, however, have refused to assign men to other ships until the Canadian vessels, the 9,034-ton Beaverbrae and the 7,108-ton Argonaut, are unloaded.—Reuter.

Danny Kaye New York Bound Again

Shannon, July 7.

The Comedian Danny Kaye, and 53 others were over the Atlantic again tonight New York-bound after narrowly missing a ducking in the sea.

They were in two special planes which picked them up here after the big strato-cruiser, in which they left London was forced down. It lost a propeller after an engine fire early today 930 miles out to sea, on its non-stop flight from London to New York.

With Danny Kaye in one of the auxiliary Pan American Airlines planes were the Winston-Salem stars, Miss Louie Brough and Mrs. Margaret Osborne Dupont. Also among the passengers was Mr. Paul V. McNutt, former Governor General of the Philippines.

They were expected to land in New York about 3 a.m. GMT.

With the entire North Atlantic Rescue Service straining out to help the distressed strato-cruiser, Danny didn't forget to be a comedian. He made the rest of the passengers laugh walking up and down the aisle of the double-decker giant after she'd dropped from 10,000 feet to 3,000, flying on only three of her four engines. Miss Brough said she couldn't help laughing when she saw Danny Kaye in his life jacket.

The plane, a strato-cruiser, Captain H. G. Gulbransen, said, "We were ready to ditch the aircraft in the ocean."—Associated Press.

West Punjab Governor Resigns

Karachi, July 6.

Sir Francis Muir, Governor of the West Punjab, has offered his resignation to the Pakistan Government.

Yesterday, Sir Francis had a meeting at his summer headquarters at Marne, with Sir Mohammed Zafarullah Khan, Pakistan Foreign Minister.

Usually well-informed quarters here said that Sir Francis is not prepared to carry on as Governor with the proposed Council of Advisers of the Moslem League, the major party in the Dominion, which would have powers to function as a Cabinet.

Sir Francis assumed wide powers in the province last January, when the Moslem League Government was suspended for corruption.—Reuter.

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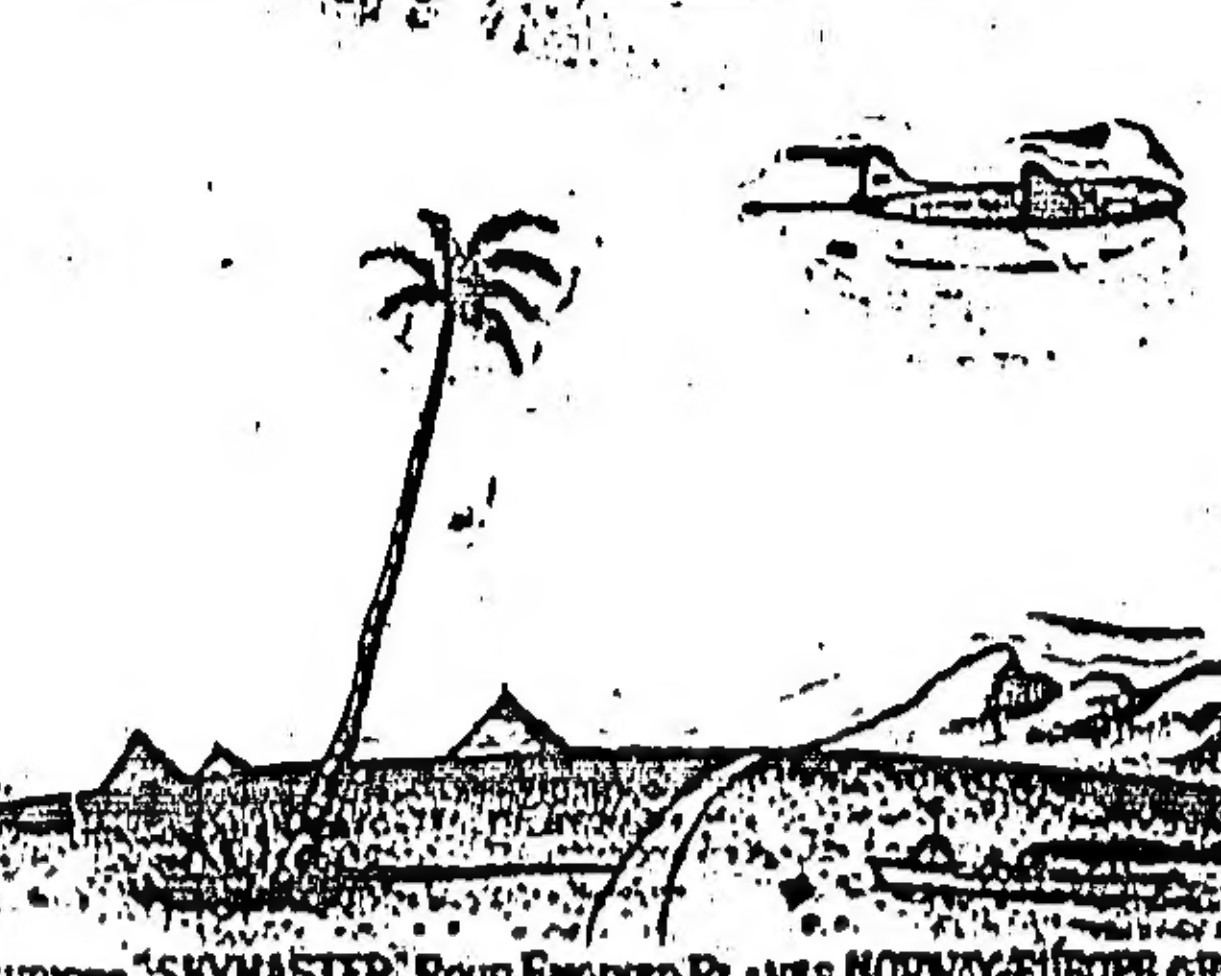
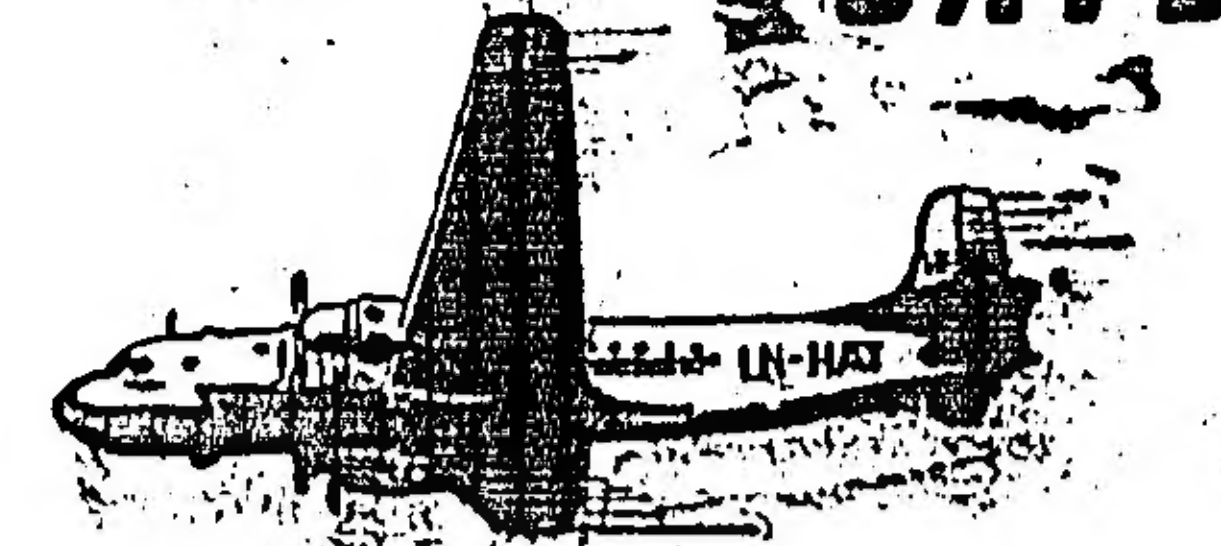
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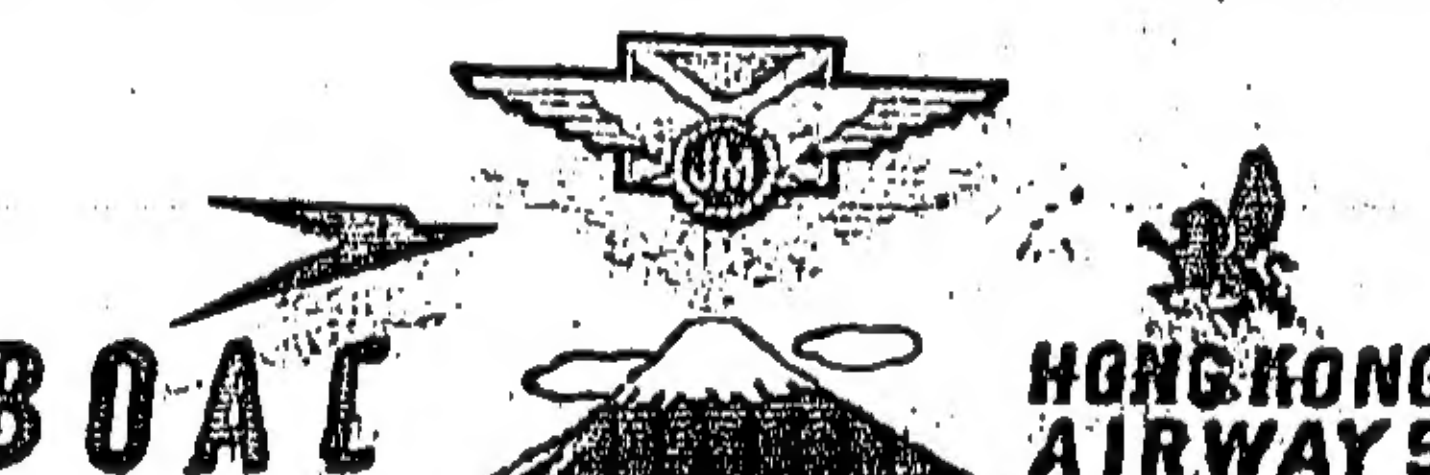
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Lessons Learned In Western Union Naval Exercises

With The Western Union Combined Fleet, Portland, England, July 7.

The West European naval armada relaxed in Weymouth Bay tonight very satisfied with lessons learned in seven days of intensive harbour drills and sea manoeuvres.

Peacetime's greatest ever combined fleet of British, French, Netherlands and Belgian warships which assembled last Thursday in the English Channel has shown in the words of overall commander, Admiral Sir Roderick McGrigor today that without any doubt the Western Union powers can work together and operate together as one team.

"The British Home Fleet Commander-in-Chief told newspapermen on board the aircraft carrier flagship, HMS Implacable, that 'Exercise Verity' had been a great success. He had just taken leave of Field Marshal Lord Montgomery, who had been at sea four days in the flagship. The Admiral paid tribute to the high standard displayed by the Flag and Commanding Officers of the four navies."

He said he regretted that the manoeuvres were marred by an accident which caused the death of an officer of the Royal Netherlands Navy.

Midshipman Marinus Hendrick Van Dreen of Eindhoven, who was reported missing believed to have been drowned when the aircraft in which he was observer, crashed over the side while landing on board HMS Thoros.

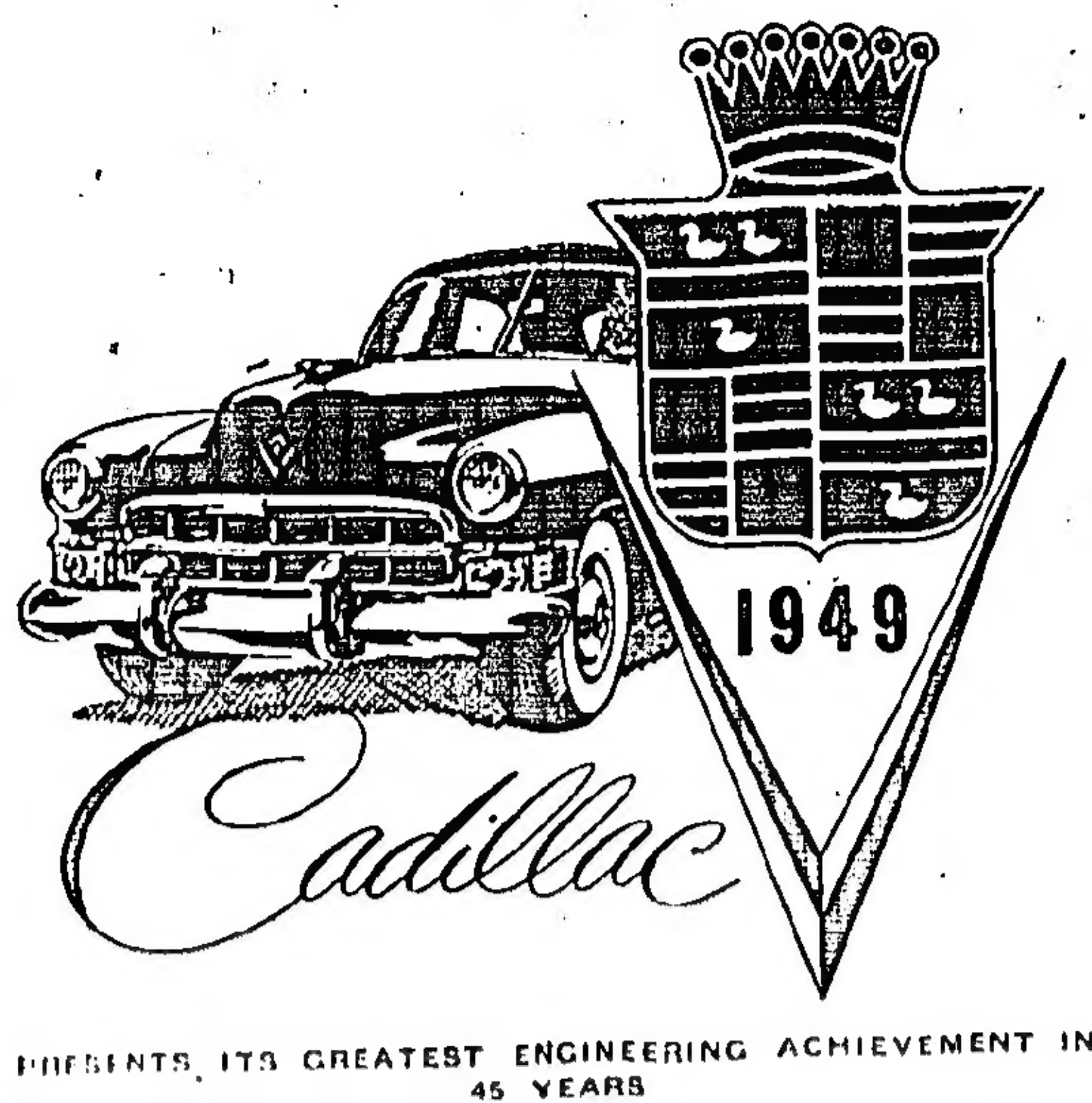
Lieutenant Langenhove was picked up by the British destroyer St. James, and transferred at night by ropes back on board the Implacable.

A conference to make a final analysis of the operation is to be held on Friday morning. The fleet, before the various units dispersed, to conduct an exercise in Channel convoys on the way to their home stations.

A full review of the exercises will be ready in about a month to the works time. Admiral McGrigor announced that the fleet, before the various units dispersed, to conduct an exercise in Channel convoys on the way to their home stations.



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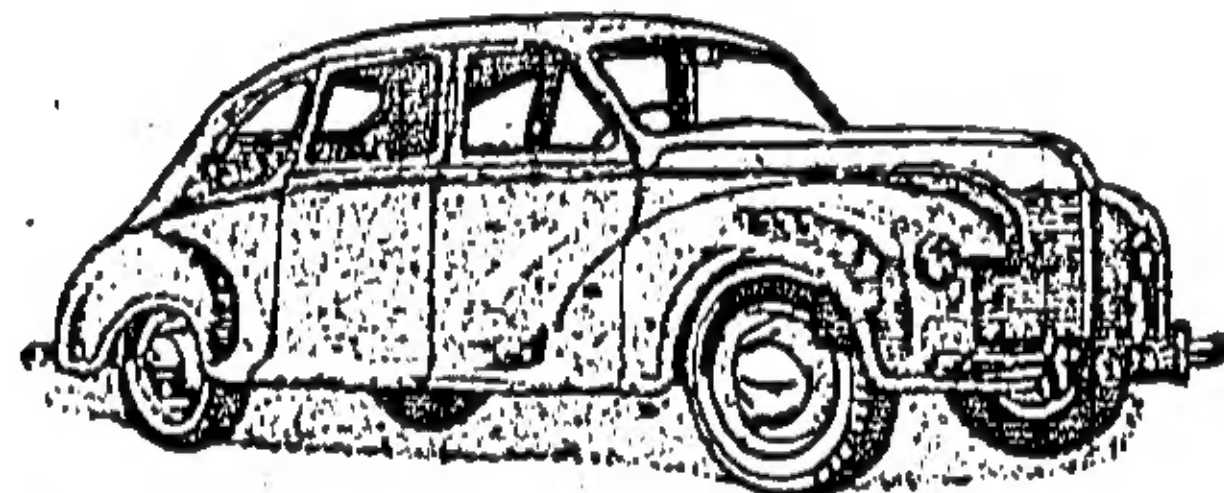
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MOTERING NEWS AND VIEWS EFFORTLESS CRUISING IN NEW MERCURY EIGHT

As regards performance, and in particular the character of the performance, there is a more typical standard expected, and found, in American cars than among the British, which, of course, are of more widely varying sizes.

The 1949 V Eight Mercury, a product of the Lincoln Division of the Ford Motor Company, conforms to pattern, by which is meant that it has a great range of top gear flexibility and hillclimbing ability, effortless cruising virtually up to the maximum speed, which is high in the eighties, and in addition a body of very considerable seating capacity.

Even the car tested, the two-door sports sedan, to give it the U.S. label, is a full six-seater.

Quiet running throughout the range, light-handling controls and extremely comfortable riding for all occupants are other important features common to the general run of American cars, and to refer to them generally in this way is not to suggest that these important qualities are taken too much for granted.

The engine of the Mercury is an enlarged 4.1-litre version of the Ford V8 unit so well known throughout the world, and it produces very creditable power and torque at moderate engine speed, enabling it to pull high gear ratios for easily achieved performance and yet have real snap in the acceleration.

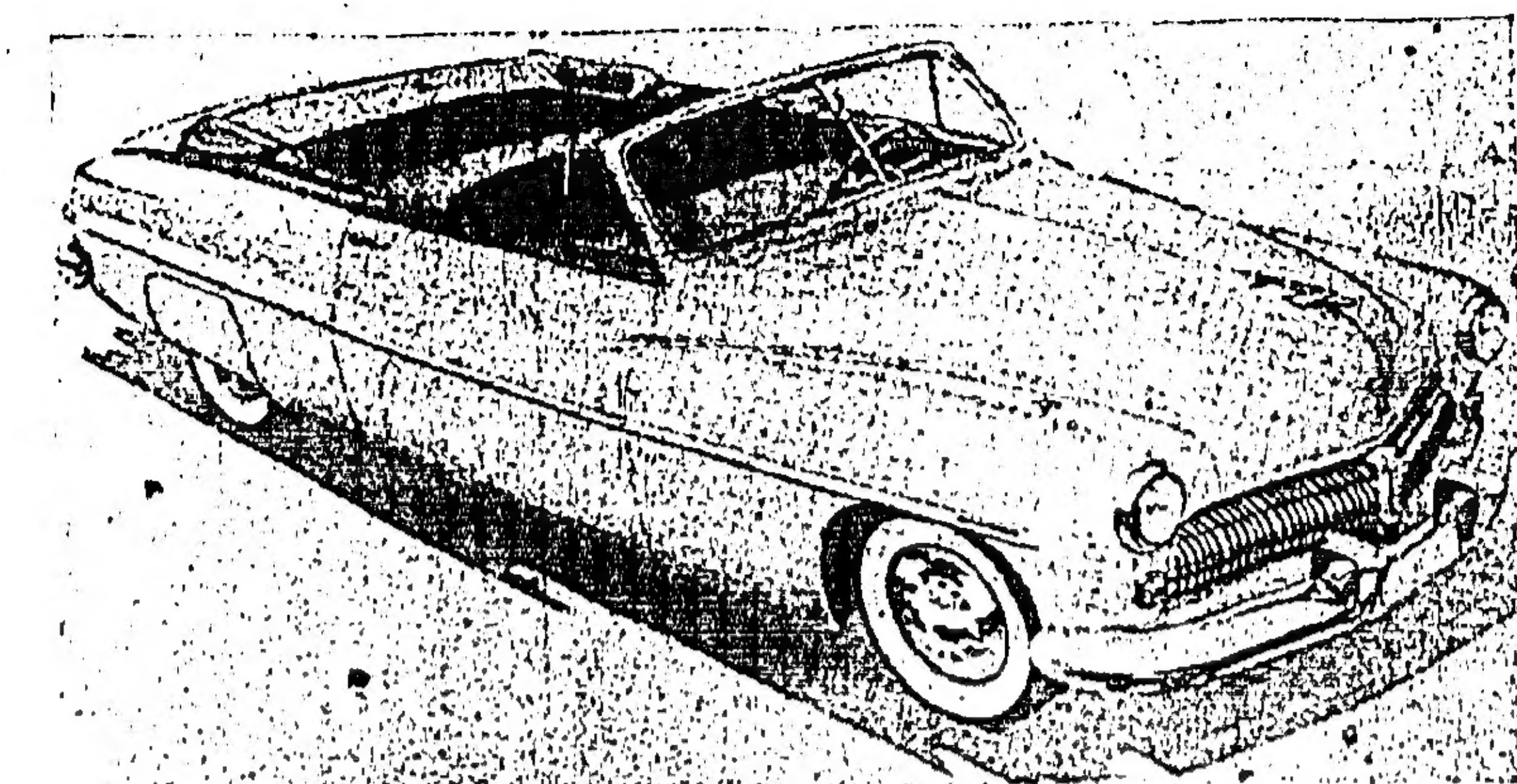
The car tested, had a normal three-speed gear box and was equipped with the overdrive which is available at extra cost. This is of the type that comes into action automatically at about 20 m.p.h., with kick-down return through the throttle pedal to ordinary top gear for additional acceleration.

The rear axle ratio on the cars not fitted with overdrive is high, however, at 3.9 to 1, and there is little suggestion of an engine whatever the speed. It feels impossible to over-stress the car on English roads, while the impression is gained that in countries where longer untricked runs are possible the Mercury would go on all day.

A normal start can be made on the level on the high-ratio second gear, and there is no need to employ the lower gears for more than a few yards at a time in any average country.

The gears are quiet, although the engine becomes audible if the car is pressed to the maximum—needlessly for ordinary purposes—on first or second, a note coming in which is typical of the V eight power unit.

On a journey the mileage is covered with extreme ease, and because the car is light to control and calls in the



Comfortable Convertible—The 1949 Mercury drophead coupe is a completely new car, powered by a V8 engine producing 116 h.p. at 3,800 r.p.m.

for nothing but throttle and brake pedal to adjust the speed it proves untiring over considerable distances.

Where the Mercury excels is in a really good driving position. It gives the driver an excellent feeling of accurate control and helps him to make full use of the great improvement in high-speed stability found in this new design, with its independent coil spring front suspension and well-damped half-elliptics at the rear.

Heavy-duty springs and dampers are fitted to the cars exported. In open, undulating country bends are taken at 70-80 m.p.h. in a way which one just did not associate with American cars before the war. As always, average speeds are limited only by road and traffic conditions.

Part of the test consisted of a fast run through a snowstorm, four up and it left an excellent impression of the stability, handling qualities and creature comforts offered by the Mercury. Back seat passengers experience practically no up-and-down motion.

For its lightness, freedom from road-wheel shock and also for accuracy the steering is commendable. There is no need to "fiddle" with it on the straight. There is good caster action and, does not become apparent until a quick swerve is required.

The steering lock is good, and the car can be turned and manoeuvred more easily than expected. The view of its considerable overall dimensions, because the steering remains light at low speeds.

The steering column gear change works well with a light and positive action, and the driver new to the car finds himself in any doubt about gear engagement only when the car is stationary and first and reverse are wanted quickly for manoeuvring, and then only occasionally.

The hydraulically operated brakes deal well with the speed. The pedal action required for average braking is light, but not so light as to cause over-keen braking to be too readily applied. There is a thoroughly adequate reserve of braking power for quick pulling up.

Over a variety of surface the car gives a level ride with very little up and down motion and on severe bumps the damping is very effective. Roll is strictly limited, an anti-sway torsion bar in front checking the tendency quickly.

A driver soon finds himself able to place the car well, and to take corners in a balanced swing. Tyre squeal occurred rather easily when the car was lightly loaded, but this was not noticeable when travelling four up.

Driving vision is quite reasonably good. The car tested had left-hand controls; the driver could see the left wing, and the right-hand-wing could be seen by leaning across slightly when parking.

The windscreen pillars are not excessively wide, and there is vision forward on the road reasonably close to the car. The bench-type front seat, upholstered in cloth, gives good support to the back, as well as beneath the legs.

The two-spoke steering wheel has a rim conveniently notched for the fingers and it carries a horn ring which produces a strident and penetrating note from twin trumpet horns. Upward or downward pressure on the horn ring is effective. The clutch pedal movement is light and the clutch is notably smooth in operation. There is a comfortable normal position for the left foot off the clutch pedal.

The instruments are particularly well grouped in front of the driver, being set high, and they are refreshingly easy to read. The dials are circular and free of decoration. They comprise an engine thermometer as

well as an oil pressure gauge and an ammeter. The speedometer does not incorporate a trip mileage recorder. M.p.h. readings considerably optimistic above 50, a growing tendency not peculiar to the current American cars.

At night the car was driven in heavy rain, giving the worst conditions for judging the head lights, and more power with a greater range from the sealed-beam head lamps is desirable to permit high speeds in safety.

Although American designers in some ways study the convenience of the user in almost exaggerated detail, the British observer misses a provision such as a shelf under the fascia for packages and books, and door pockets.

There is a small lidded compartment in the right of the fascia, but this, owing to the width of the car, is comparatively remote from the driver. Elbow rests are provided in front and are shaped to provide a grip for pulling the doors shut, a desirable feature, as the large doors need to be closed with some vigour to overcome the seal pressure.

External handles pull out and the normal rotary type is used inside, these moving upward to open. The back rest of the front seat is divided centrally, and both sections hinge forward at an angle to assist getting in and out of the back seats, where there is full three-seater width, as in front, but not exceptional leg room. Neither seat has a central armrest.

Heating and Ventilating

The heater installation is typically elaborate and is of the fresh-air type; that is, ducts are led from behind the front grille to the heater unit to enable fresh warmed air to be circulated, or unwarmed for ventilation only.

Controlling air entry, temperature, de-misting and de-icing of the windscreen, and air circulation at low speed when the rain effect of air coming in via the ducts is at a minimum, there are five controls in all.

Study of the system is desirable before full advantage can be taken of its various possibilities, which are considerable, coming as it does from a country which has practical experience of both high and low temperatures at home.

Traffic signals of the American "winking" type are fitted showing white to the front and red to the rear with a neat reminder in the form of small green-illuminated flashing arrows in the base of the speedometer face.

These signals are controlled conveniently by a steering-column lever opposite the gear lever and are self-cancelling after making a turn. Whether their significance is understood, especially in daytime, in a country not following the American system is questionable.

Dome lights beneath the fascia are switched on by opening either door. A most useful light is automatically operated when the lid of the vast luggage locker is opened and again when the fascia board cubby hole lid is opened.

Either door can be locked by a key, which, from outside, overrides the locking catch which can be applied to both doors from inside. Three different keys are used including the ignition; the lid of the fascia cubby hole is lockable, and keys also have to be used on the luggage locker lid and on the cover over the petrol filler. Neither of the latter keys can be removed except in the locked position.

The petrol filler cap itself could be more convenient to remove and replace. Mixture enriching for cold starting is automatic, under thermostatic control, and an instantaneous response was obtained with the engine either hot or cold. Suction-operated screenwipers, characteristically American, work powerfully, and do not dry up at full throttle owing to the use of a vacuum pump in conjunction with the camshaft-operated fuel pump.

Starting Lubrication

Investigations into cylinder bore wear by the IAE Research Department have shown that cylinder bore lubrication is at its worst after a cold start, and it is during this period that the bore surface is subject to the most damaging attack by corrosion.

It is during the first few seconds after a cold start that the most good, but it is not possible to mix oil with the petrol in sufficient quantities to afford adequate lubrication from starting, without consuming wasteful quantities of oil during the normal running of the engine.

This problem has been tackled in a very ingenious way in the Prestart Lubricator, which feeds five cubic centimetres of upper cylinder lubrication into the manifold as soon as the engine is started from cold.

The oil is contained in a glass reservoir inside which is a central column with a small storage chamber at the foot.

The bottom of the storage chamber is made of porous bronze, and when the car is standing oil from the reservoir seeps through the bronze and gradually fills the storage chamber.

When the engine is started the induction manifold depression draws the oil from the storage chamber past a non-return valve and into the cylinders via the inlet manifold.

Once the chamber has been emptied the bronze disc will not pass oil quickly enough to replenish it and the engine then draws a small amount of air which enters through a filter in the top of the lubricator, bubbles through the oil and is drawn out of a bleed pipe into the storage chamber.

The Prestart Lubricator thus supplies the cylinder lubrication exactly when it is needed and avoids wasteful use of oil during normal running.

When the car stops the storage chamber begins to fill up again by seepage of oil through the bronze, and after two to three hours the device is ready to provide correct lubrication for another cold start.

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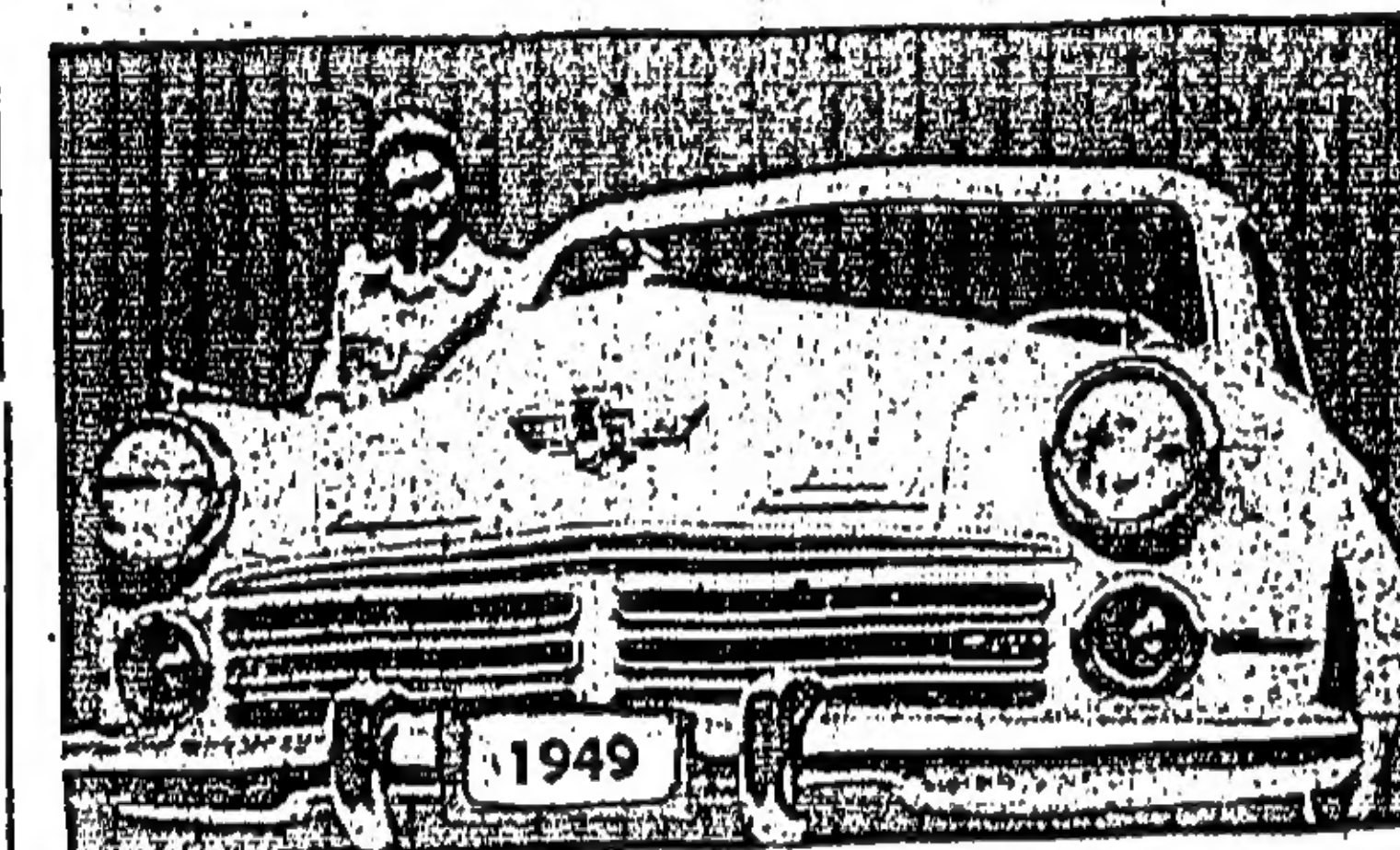
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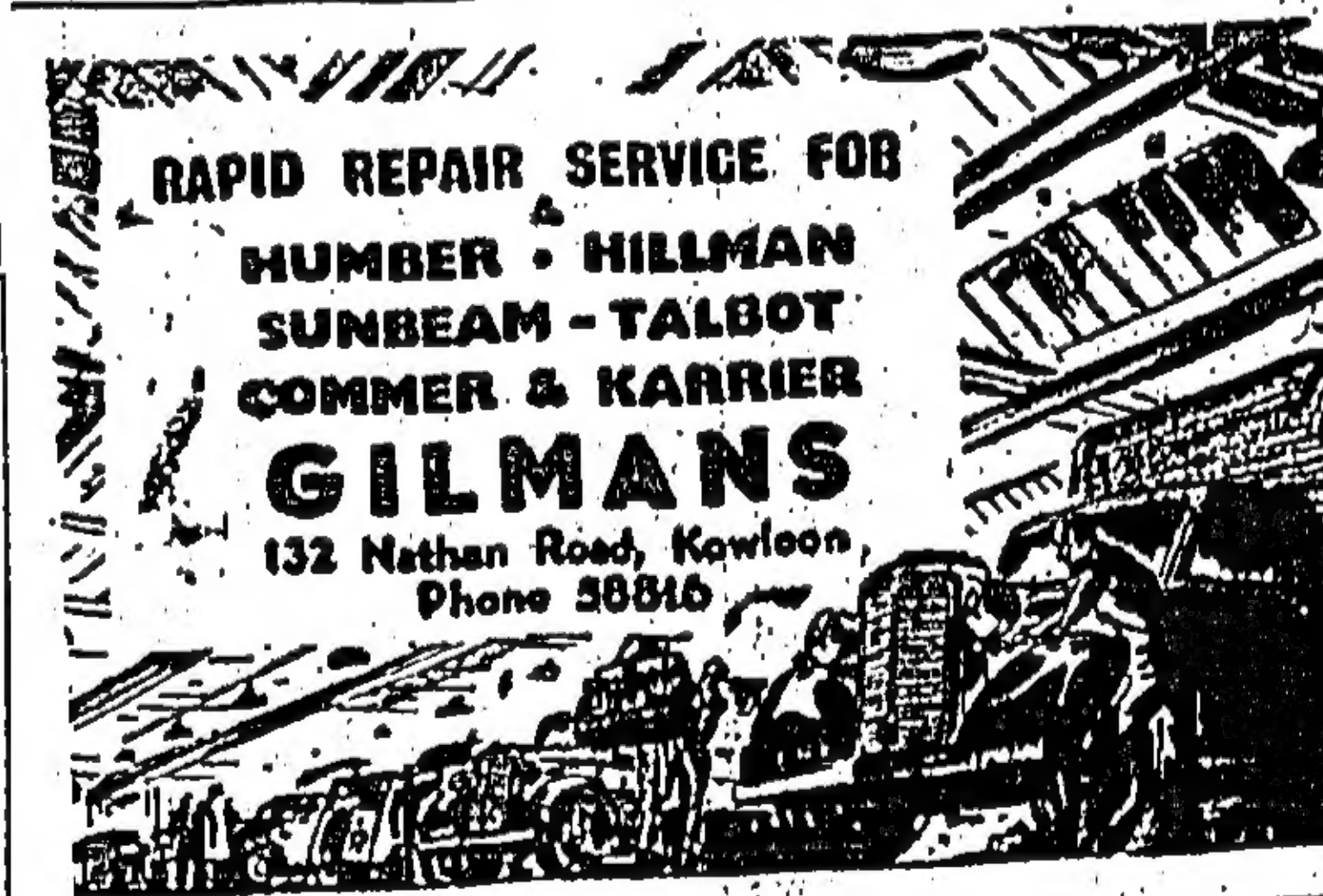
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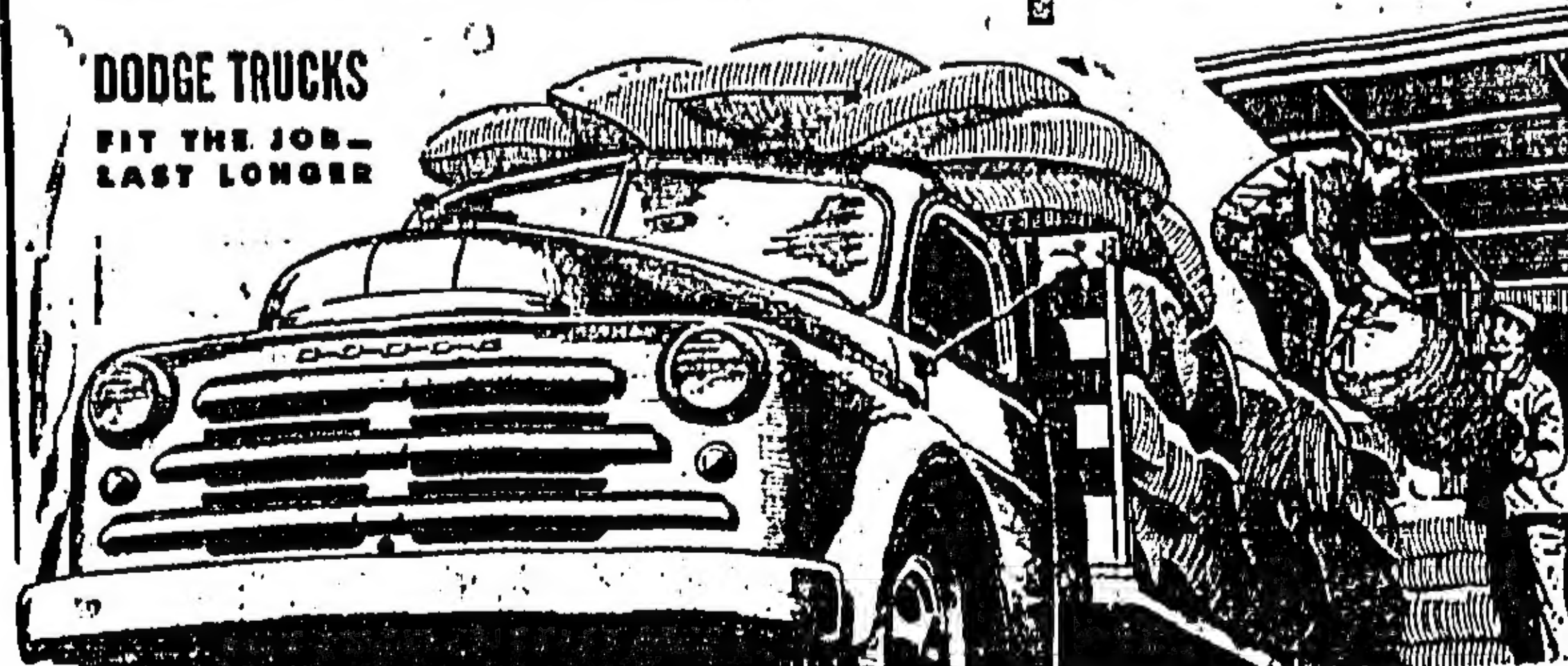


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BERLIN'S SUPPLY LINES NORMAL AGAIN; 17 FREIGHT TRAINS ENTER

East West Struggle's New Phase

Berlin, July 7. The East-West struggle over Germany and Berlin today appeared to be entering a new and outwardly more peaceful phase. For the first time since 1945-46 the Russians were showing a somewhat conciliatory attitude and an appearance of wanting to do business with the Western powers. Concrete developments were announced which gave promise of proving or disproving the trend toward some kind of four-power co-operation.

Western officials said the next four-power meeting probably would be held early next week and a meeting might be held Saturday.

Two key meetings were expected in the new series of discussions on the future of Berlin and Germany. The four commanders of the occupation forces in Berlin were expected to make another attempt to put administration of the divided city on some kind of operating basis. The second meeting will deal with East-West trade problems.

Representatives of all four powers already have expressed satisfaction with the first phase of resumption of four-power relations here. To both East and West it signalled the end of a tension which had existed during the yearling Soviet blockade of Berlin.

However, although the Russians seemed to be in a more conciliatory frame of mind, four years of dealing with them in Germany had made the Western Allies wary.

The possibility of agreement on an East-West trade pact was regarded by high quarters as more promising than any unification of Berlin. The Russian Zone badly needs vital commodities from Western Germany, such as coal from the Ruhr, iron, steel and spare parts for machinery.

Next week or so was expected to tell how the wind is blowing—United Press.

FIGHTING NEAR OIL CENTRE

Rangoon, July 7. Government troops have repulsed a five-hour attack on the oil town of Yenangyaung, 360 miles North West of Rangoon, by the Army Radio reported tonight. The attack was said to have been made by 350 Communists, White Band Volunteers and Army deserters.

Of the insurgents, 104 were killed and three captured, the Radio added. Large quantities of arms were said to have been captured. The Government losses were put as one killed and three wounded.—Reuter.

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Berlin, July 7. Berlin's supply lines were restored to normal today for the first time in 14 months of blockade and labour strife, Allied authorities disclosed tonight.

The railway system has overcome the effects of the five-week strike which nullified the lifting of the Soviet blockade.

Seventeen loaded freight trains came into Western Berlin on Wednesday and 11 departed. This was the pre-blockade average.

The rail system has been pumping a daily average of 13,000 tons of supplies into the Western sectors ever since last week-end. Trucks delivered a total of 27,000 tons from West Germany to West Berlin last week and canal barges brought another 23,000 tons.

The Allied airlift is averaging 8,000 tons daily. This gives West Berlin now a round average of 20,000 tons daily which, a spokesman said, permits a generous stockpile for next winter, especially food.

Loaded With Coal

Thirteen of the 17 trains which arrived on Monday were loaded with coal from the Ruhr. Berliners half froze in last winter's blockade with each person allotted only 25 pounds of fuel for the entire season.

Most of the West Berlin rail strikers are now back on the job. The Soviet-controlled Reichsbahn announced that the first pay checks in West Marks will be issued on Friday, carrying out the terms of the strike settlement.

The workers will get 80 per cent in West Marks and the remainder in the Soviet Zone East Marks. This 40 per cent will be redeemed by the West Berlin government for West Marks on a one to one basis.

American military government officials said that 500 men and 250 women members of the striking union have quit the Reichsbahn since the strike ended. They said these workers were afraid of reprisals. There were 14,000 on strike.

No Reprisals

The Union itself said it knows of no specific reprisal acts against its members. The American licensed newspaper "Der IRO" will support them in hospitals in Germany.

Amplification Of Cripps' Statement

London, July 7. Mr. Harold Wilson, President of the Board of Trade, today amplified in Parliament Monday's statement by Sir Stafford Cripps, Chancellor of the Exchequer, on the agreement reached by OEEC countries at Paris for relaxing import restrictions.

Such a policy of removal of trade restrictions would have to be considered in relation to the settlement of certain other matters, he said.

First, the relaxation could not be applied to countries with which they would cause balance of payments difficulties. In particular, British payments arrangements with countries to which they apply must be such as to avoid any spending of gold and dollars by Britain.

Secondly, Britain would need to be in a position to apply the relaxations wherever and whenever this could be done without creating new balance of payments difficulties.

This raised certain questions about British obligations to countries outside OEEC.

Thirdly, while Britain would be prepared to take a lead in removing restrictions, how far she could go must depend on the extent to which other countries felt able to follow her lead and relax restrictions on their imports from Britain within such limits as their balance of payments may set.

"Further," Mr. Wilson added, "in deciding upon the list of goods to be freed from import restrictions, we shall have to bear in mind the legitimate interests of our own industries."

"What we have in mind is the existence in certain cases of severe restrictions on the quantities of goods which certain of our industries are free to put on the home market."

"It would obviously be unfair to permit producers in other countries to sell without restriction in the British market so long as British producers are subject to severe limitations of this kind. In such cases we would relax import controls only as and when the restrictions on our own producers could be relaxed."

Mr. Wilson, replying to questions, added, "We intend and hope to have a very wide system of relaxations of quota restrictions on our imports but I must make it clear that these cannot extend to those which include loss of gold or dollars."

The Commonwealth countries had been kept fully informed and "no doubt the Finance Ministers will wish to consider what we are doing," he added.—Reuter.

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Goes North Of The U.S. Border

This time the pollsters were right. They hedged a bit, buck-pedaled, and murmured: "On the other..." for a week or two, but on Canada's election eve they came right out and said the Liberals would win.

The Liberals certainly have won. It has not been so much a victory as a walkover.

Prime Minister St. Laurent, a gentle, adroit, wise old man, has won a great personal triumph. He did not bluster or blarney, as his opponent Conservative George Drew was inclined to do. He merely said that he stood on his record, and particularly the record of the man who had picked him, Mackenzie King, and left the rest to the people.

St. Laurent is a French Canadian who refused to exploit his blood and race. While the anti-British Mayor of Montreal, Camille Houde (he was in jail the last time I was here), screamed: "Better for us to have in Ottawa a Protestant Prime Minister who will defend our rights than a French-speaking Roman Catholic who will betray us," St. Laurent said: "Let us think of Canada."

Nation United

When the grizzled die-hard Maurice Duplessis, Premier of Quebec, made bargains with the Tories to push the interests of the French Canadians ahead of the national interest, St. Laurent rebuked the people who had put Duplessis in provincial power. This election result is a demonstration of Canadian national unity. St. Laurent took the risk of offending, and even losing, the support of his own Catholic French in provincial power. He was a French Canadian, but he was a Canadian first, and he was a Canadian without any hyphen, the head of a British Dominion.

Pact Supported

St. Laurent is an internationalist, an ardent friend of Britain, an architect of the North Atlantic Pact, a New World statesman.

Possibly he has been embarrassed by the too blatant support of the Toronto "Star" newspaper—"Keep Canada British—Vote St. Laurent"—but the strange truth is that the election of this French Canadian does help to keep Canada more British than the victory of Conservative George Drew might have done.

Drew, thinking he was sniffing victory when he was only scenting it, would to some extent have been a prisoner of Duplessis and Houde had he won.

It was his great ambition to break the solid Liberal hold on Quebec Province. He has failed disastrously. Quebec is still Liberal, still marching down the road that Mackenzie King helped to build.

And the pollsters also proved themselves right about the Canadian Socialists, the elaborately named Co-operative Commonwealth Federation Party. The C.C.F. did even worse than their pessimists prophesied.

Canada rejected Socialism and nationalisation out of hand.

The simple fact is that people do not want a change if they are doing all right. The Canadians are doing more than all right. They are thriving and prospering.

I came here not merely to cover the Canadian elections but also to probe the dollar and cents situation. Coming from a country, and particularly a city, that is suffering from economic hypochondria—thinking and talking itself into a recession—I have looked for similar symptoms here. There aren't any.

Shops Thronged

Canada sits snugly on the top of a boom. There is scarcely any unemployment, a mere 150,000 unemployed. There is no falling-off in trade, no decline, no slump, no apprehension.

Montreal has never been more prosperous. It has more money, more people (1,150,000), more tourists, more trade, and more plans for the future than it ever had.

The great shops, Morgans and Eaton and Robt. Simpsons on St. Catherine's street—Montreal's Fifth-avenue—are thronged with buyers. Housewives block the counters. The cash registers ring all day.

Talking time out from talking politics I have been visiting these stores. In most of them there are "Buy British" departments, special shows of British goods—tweeds and leather and silver.

Sales Slowed

"How are they selling? Only so-so. The quality is high, but prices are high too. To make money here we will have to cut our price tags."

The British are well thought of in this city. I have never had more help and kindness, and local merchants are doing their

FLOOD THREAT IN S. AMERICA

Buenos Aires, July 7.

Fervent efforts were made tonight to stem the rising flood waters threatening the town of Valparaiso in the heart of the Chilean Valley. New rains were today inundated by the waters which the authorities predicted would reach their crest tomorrow.

Hospitals and essential services in Valparaiso received their electric power from an emergency plant brought in by the Army after the local power house had been flooded. Damage to farms in the Valley was reported to run into many millions of pesos.—Reuter.

A word on Packaging.

Most people will agree that Rothmans De Luxe are very fine cigarettes indeed. It is natural, therefore, that pains should be taken to ensure that their protection is maintained during their long journey from England to you. Hence the very fine range of packs, scientifically and artistically designed to protect their wholly delightful contents.

Rothmans De Luxe Virginia

MADE IN ENGLAND

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SOLE DISTRIBUTORS: GILMAN & COMPANY LIMITED

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regularly for service (or let us collect it from your address) and we can take off your shoulders the whole task of keeping it ship-shape and on top of its form.

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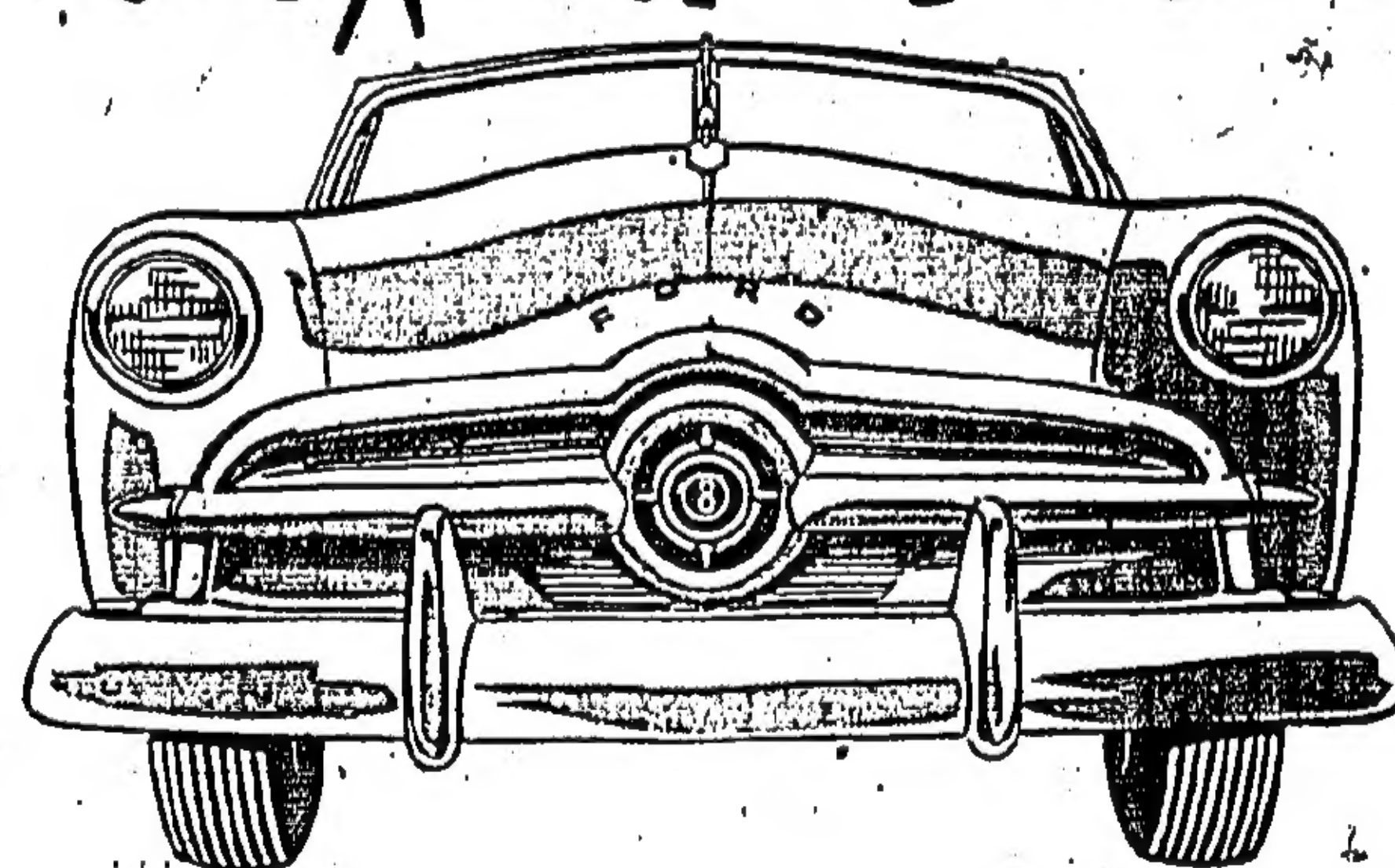
Tels: 28489 & 20571.

Switch to Auto-Lite Spark Plugs.

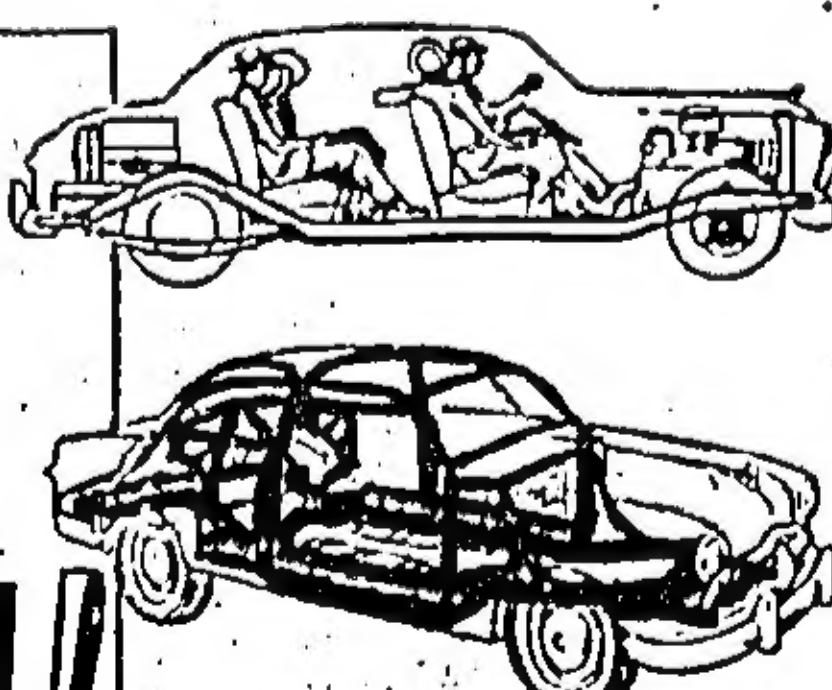
To get the best engine performance... Switch to Auto-Lite. Money cannot buy a better Spark Plug.

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It's the fine car of its field!



YOU SAVE UP TO 25% ON GAS! No other car but Ford offers you a pick of 100 H.P. V-8 engine or 95 H.P. SIX. And with Ford's new Overdrive* you save up to 25% on gas.

NEW "MID SHIP" RIDING! One ride will convince you that the '49 Ford is way ahead of its class. Up front or in back you ride on sofa-wide seats in the car's level center section. And those new springs! They're "Hydra-Coil" in front, "Para-Flex" in the rear.

59% MORE RIGID! That solid feel is partly due to Ford's 59% more rigid "Ultra-guard" Body and Frame. For additional safety you get "Magic Action" King-Size Brakes and "Picture Window" Visibility all around.

There's a NEW Ford in your future

PLACE YOUR ORDER TODAY AT YOUR FORD DEALER'S HARPER & SHEA, LTD.

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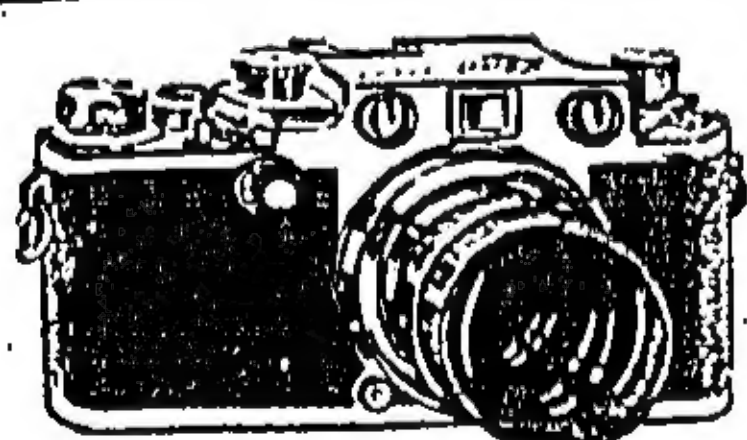
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You can choose your own colour & design; order your rugs in any size and quality you desire! Come in and test for yourself, the soft, luxurious thickness of these carpets!
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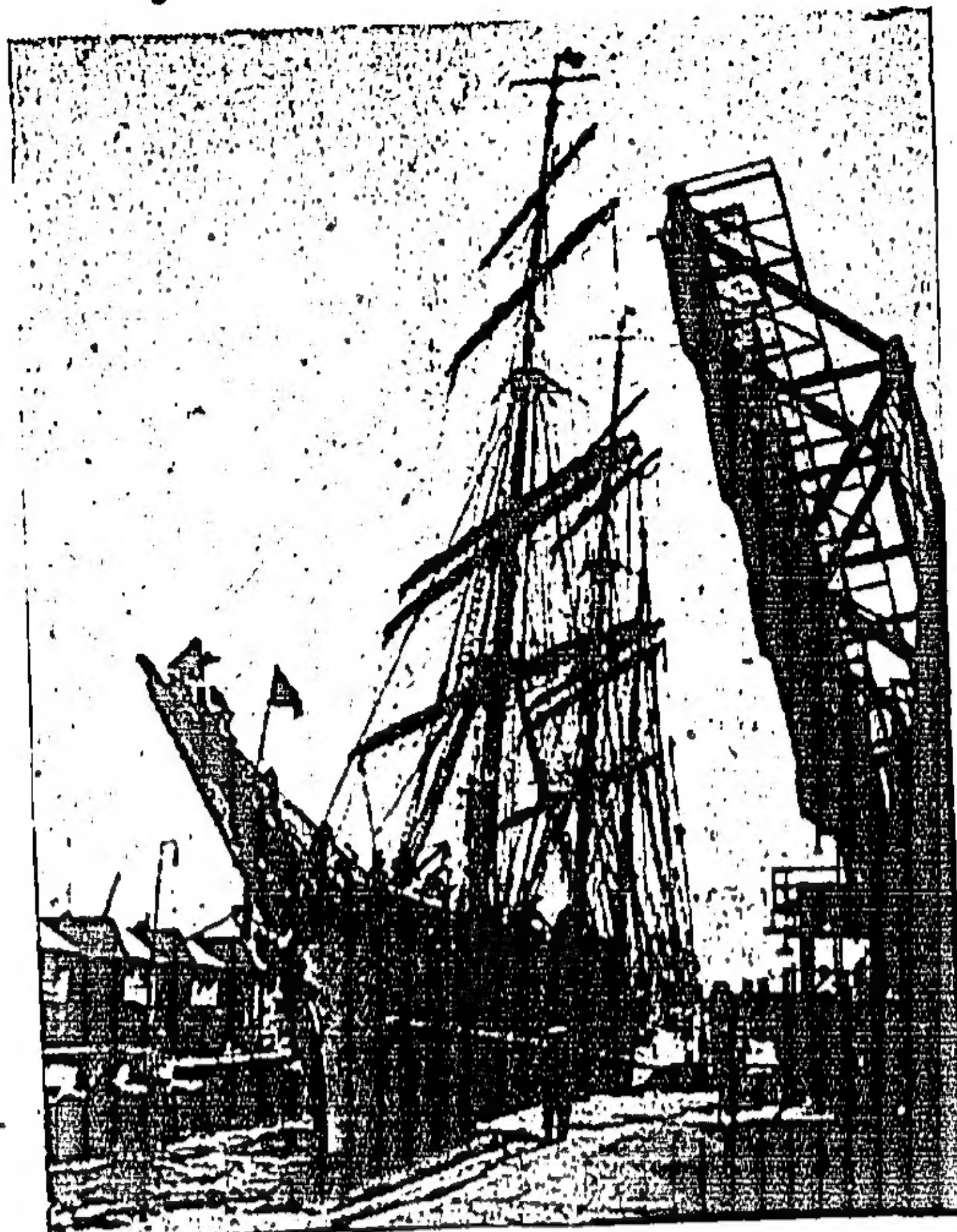
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FOR OFFICES, BANKS,
RESTAURANTS,
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CATHAY TRADING COMPANY
115, SHIP OF CANTON BUILDING, HONGKONG.

American Coastguard Ship Visits London



The United States Coastguard training ship "Eagle" anchors in Shadwell Basin, London. Built by the German Navy as a training ship, the 1810-ton vessel was taken over by the U.S. in 1946 and her name changed from "Horst Wessel". AP Photo.

Reading Of Documents At Tokyo Rose Trial

San Francisco, July 7.

Reading of documents bearing on the citizenship of Mrs. Eva Toguri (Tokyo) Rose, d'Aquino interrupted testimony in her treason trial today. The government seeks to establish that Mrs. d'Aquino is a citizen of the United States. The defence contends she no longer is a citizen.

She was indicted for treason because of her wartime broadcasts from Tokyo to American soldiers in the South West Pacific. She was arrested after American forces entered Japan and was confined in Sugamo Prison, near Tokyo, for more than a year, then released. She was re-arrested later and charged with treason.

Special prosecutor Tom de Wolfe read documents to show that Mrs. d'Aquino went to Japan for a visit in the summer of 1941, but she had applied for a passport to return to the U.S. after the war broke out, and that later she accepted various radio jobs in Japan.

Mr. de Wolfe read several letters she had written to U.S. officials after her release from prison in 1947. In one she asked permission to return to the United States and asserted that she never had renounced her American citizenship. Others told of what she described as her small aid to Allied prisoners of war.

A letter dated May 30, 1947, and addressed to Mr. Harry Pfeiffer, Jr., U.S. Consul, asked what she could do to clarify her citizenship status.

"I was always under the impression that I was a citizen (of the United States)," the letter said.

Earlier, the defence lost its first effort to have testimony stricken.

U. Richard Eisenhart, former Army corporal, the first government witness, testified Mrs.

d'Aquino, while in Sugamo Prison, autographed a souvenir one yen note for him. She signed her true name and underneath wrote "Tokyo Rose," he said.

Eisenhart testified Mrs. d'Aquino signed the note without protest. Defence attorney Wayne Collins argued that Eisenhart's testimony was inadmissible because the signature had been obtained while she was in custody and without her having been informed of her rights as a prisoner.

Mr. Collins moved that Eisenhart's testimony be thrown out but Federal Judge Michael Roche denied the motion.—Associated Press.

DEATH ASKED FOR JAP GENERAL

Manila, July 7.

The prosecution has asked that the death penalty be imposed on ex-Lieutenant-General Shigenori Kuroda, one-time Commander-in-Chief of Japanese occupation forces in the Philippines for war atrocities, it was reported today.

Trial of the case by a War Crimes Commission ended yesterday morning after 82 days of proceedings. Meanwhile, 18 former Japanese officers and soldiers stationed in Bulidson during the war pleaded not guilty to charges of cannibalism when arraigned before a War Crimes Court on Wednesday. It was further reported.—Reuter.

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INDIA COMPLAINS ABOUT U.K. Miners Press For Increase

Gonova, July 7.

India today complained that no action of any positive kind has yet been taken to improve the food situation of the world.

Professor B. P. Adarkar, economic adviser at the Indian Ministry of External Affairs, told the Economic Committee of the United Nations Economic and Social Council at its meeting here: "We are faced today by the curious spectacle of surpluses emerging in some parts of the world and, at the same time, the high prices of food prevailing throughout the world."

"This has caused adversity and the least," he said, "in the food-importing countries. Their balances of payments have been seriously upset, and the problem of their economic development has been held up in every direction."

"In our view, the policies in regard to the production and distribution of food which some countries are adopting today are somewhat shortsighted and are bound to create both political and economic difficulties, for themselves and for other countries, of a far-reaching character."

"In our view, there is no problem of surpluses if we consider the needs of the world as a whole. Surpluses may indeed arise in particular areas and regions. But so long as there are other areas of the world where severe famine, destitution and malnutrition prevail, any talk of surpluses is enlous, to say the least."

producing countries to export more to the crowded areas of the world, instead of restricting production or destroying or wasting food surpluses.

He added: "It should be possible, we think, by international agreements and through some sort of international organisation, to facilitate an orderly development in this field."

The Indian delegation said that it would later submit a resolution urging the big food-producing countries to enter into appropriate international arrangements to facilitate the economic disposal of surpluses and to avoid restrictions in their future production of "food grains".

Mr. James Pimmsell, of Australia, agreed with much that Professor Adarkar had said. But he felt that the Indian proposal was somewhat one-sided, since it recognised certain obligations of the food-producing countries, while ignoring those of the food-importing nations (of which India is one).

Mr. P. Morozov, of the Soviet Union, thought the main essential for increasing the availability of food was to increase production. In many countries, food production was not up to par, he said.

He charged that the United Nations Food and Agricultural Organisation had done little to increase food production and had instead concerned itself with maintaining the present high price of food.—Reuter.

Perth, Wales, July 7.

The National Mineworkers Union decided here today to press for a substantial increase in the minimum rates for all lower paid workers despite the fact that the President of the Union, Sir William Lawther, pleaded: "In this hour, when the Chancellor of the Exchequer has explained to Parliament the position that we are in, I say that it is not playing the game with your own Government, that you are forcing a situation that will make it inevitable that a clash will take place, and I will not keep silent and allow that to develop."

He said that British miners work the shortest shifts anywhere in the world, and that it was kidding the men to expect the imposition that a wage demand had simply to be made for it to be granted.

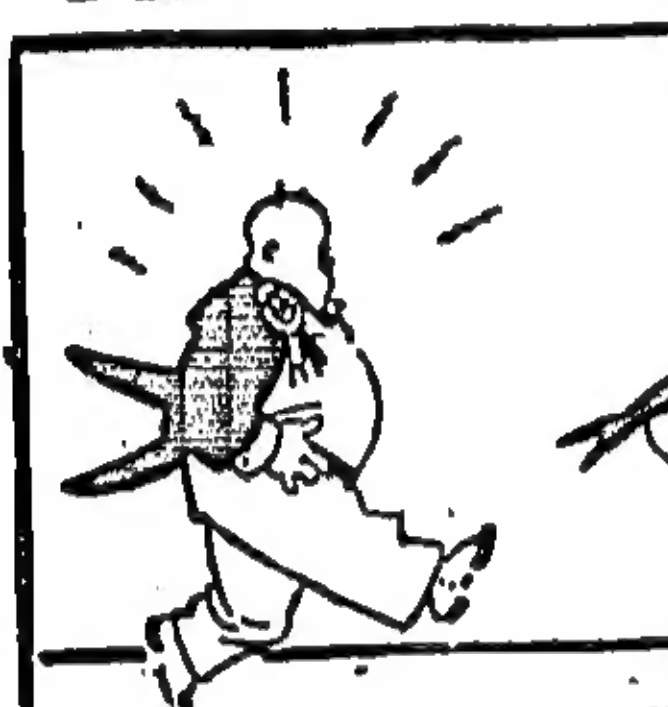
Mr. Arthur Horner, the Communist General Secretary of the Union, said that the industry must be made more attractive, since it was losing men at the rate of 500 a week.

At the present rate, the industry would have no more than 700,000 at the end of the year, Mr. Horner declared.—Reuter.

Rome, July 6.

The public prosecutor here has appealed against the "lightness" of the sentences of 13 years and 10 months' imprisonment passed last week on Antonio Pallante, the Sicilian student, for an attempt to assassinate the Communist leader, Signor Palmiro Togliatti, last July.—Reuter.

POP



MANDRAKE THE MAGICIAN

By Lee Falk and Phil Davis



RIP KIRBY

By ALEX RAYMOND



JOHNNY HAZARD

By FRANK ROBBINS



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SAILINGS ARRIVALS

"TJISADANE" 10th July a.m. In Port
 "TJITJALENGKA" 21st July
 "TJIBADAK" 21st July

MANILA

SAILINGS ARRIVALS

"TJISADANE" 9th July
 "TJITJALENGKA" 20th July
 "TJIBADAK" 18th July

SINGAPORE, PENANG and BELAWAN DELI

SAILINGS ARRIVALS

"VAN HEUTSZ" 15th July
 "TJITJALENGKA" 21st July

EAST & SOUTH AFRICA & SOUTH AMERICA

SAILINGS ARRIVALS

"TJIKAMPER" 18th July 12th July
 "TJIBODAS" 7th Sept. 18th Aug.
 "STRAIT MALAKKA" 5th Oct.

Calling at Mombasa & L. Marques Direct.

Transshipment cargo accepted on through B/L to

Dar-Es-Salaam and Zanzibar.

* no passenger accommodation.

JAPAN

SAILINGS ARRIVALS

"TJIBADAK" 18th July 15th August
 "TJIKAMPER" 18th July

No passenger accommodation.

Agents: HOLLAND—EAST ASIA LINE

EUROPE via MANILA and MALAYA

SAILINGS ARRIVALS

"MEERKERK" 7th July In port
 "AMSTELDIJK" End July Early Aug.
 "RIJNKERK" End Aug. Early Sept.
 "MARIEKERK" End Sept.

Transshipment cargo accepted on through B/L to India,

Mediterranean and Northern European ports.

JAPAN

SAILINGS ARRIVALS

"AMSTELDIJK" 8th July End July

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m.v. "BENGAL" 10th July
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m.v. "DONA NATI" (calls Japan) 16th July
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DEPARTURES

S.S. "HUNG CHENG" Keelung, Kobe
 & Yokohama 12th July

BRANCHES IN ALL DOMESTIC PORTS

FOR PASSAGE & FREIGHT PLEASE APPLY TO THE ABOVE

FINANCE AND COMMERCE

Hong Kong Stock Exchange

This week opened firmly with buyers well in evidence and the first part of the week gathered strength with a distinct improvement in quotations. This, however, came to an abrupt stop, demand subsiding and prices drifting down with a sudden burst of selling.

This state of affairs synchronised with a sharp slump on the Gold and Silver Exchange, which has been blamed for the weakness of our market.

With the exception of advances in Provident, Hong Kong Land, Dairy, Farms and Watsons, other countries, which had registered a rise, have relapsed to their opening rates, while China Lights and Electric have receded below their opening quotations. Closing tone very uncertain.

The General Managers and Consulting Committee of the Ewo Cotton Mills have announced a dividend of 40 H.K. cents per share for 1948.

H.K. GOVT. LOANS
 10% Loan 1948-1949 101 1/2
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U.S. TAXPAYERS LAY OUT \$26,000 MILLION IN FOREIGN AID SINCE '45

Washington, July 7.

American taxpayers have laid out \$26,522,000,000 in the past four years in foreign loans and gifts of which the biggest amount went to Britain. Advances for the British over that period were approximately \$6,000,000,000.

That is a sizable shot in the arm for any economy. But it has not been sufficient to put the British back on their feet. Sir Stafford Cripps, Britain's Chancellor of the Exchequer, revealed on Wednesday his country must take emergency measures to avoid just bankruptcy.

Britain's plight drew sympathetic response from the Secretary of State, Mr. Dean Acheson. President Truman will get a chance to give his view at a press conference today. Congressional reaction was mixed.

The British balance sheet today is worse than when the Marshall Plan began. Emergency measures are expected to improve the condition of British economy but had news for American taxpayers is lack of any assurance that Britain will be self-supporting when the Marshall Plan programme ends in 1952.

Western Europe in general is making good progress and in comparison with Britain continental nations are going great guns.

Direct Stake

Sir Stafford Cripps' acknowledgment that the British still would not be able to pull their own economic weight puts the British experiment in socialism to a searching test in which direct stake. The test will determine whether industrial socialism can produce goods in quantity, quality and price sufficient to make the British self-supporting and in the race again.

The Senate shortly will be debating a new Marshall Plan appropriation. Long and short-haul British prospects will have due attention in that discussion.

Unless British socialism can come through fairly soon with production sufficient to support itself there will be more rather than less criticism here of the British government's policy of pressing vast social and industrial experiments. The American taxpayer has a direct interest in that situation because on solution of the problems, of course, would be more American aid to Britain.

A pessimistic view of the situation appeared in the June 27 issue of Barron's Weekly, a New York financial publication. The magazine raised the question of whether help for the British would be a permanent drain on the United States, and said "the emergency is very nearly permanent. Certainly, an end is not in sight."

Barron's said: "Thus far the American people pretended that

damaged packages are to be left in the godowns for examination by Consignees and the Company's Surveyors, Messrs. Goddard & Douglas at 10 a.m. on July 11.

To comply with General Bonded Warehouse Regulations Consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined.

No claims will be admitted after the godowns for examination by Consignees and the Company's Surveyors, Messrs. Goddard & Douglas at 10 a.m. on July 11.

All claims against the steamer must be presented to the undersigned on or before July 12, 1949 or they will not be recognised.

No fire insurance will be effected.

DODWELL & CO., LTD.
 Agents.
 Hong Kong, July 6, 1949.

The parties concerned are hereby notified that the Shanghai cargo ex the above vessel has been discharged into the Hong Kong & Kowloon Wharf & Godown Co., Ltd.'s godown, whence delivery may be obtained against surrender of the original Bills of Lading, duly endorsed.

The Shanghai cargo is stored at the sole risk and expense of the Consignees.

No Fire Insurance will be effected.

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New York Stock Exchange

New York, July 8.

The stock market took off on a zigzag course on Thursday and finished just about where it started. Final prices showed a close mixture of gains and losses running from fractions to around a point.

The market's action broke a five day winning streak. Transfers 890,000.

Among gainers were Graham Paige, Texas Company, Gulf Oil, Pacific Western Oil, Douglas Aircraft, Santa Fe, J. C. Penney.

Stumblers included Western Union, Phelps Dodge, Allied Chemical, U.S. Gypsum, Nickel Plate, Eastern Airlines, Twentieth Century Fox.

Dow Jones averages—Stocks 60.74; 20 Industrials 171.01; 15 Rails 43.42; 10 Utilities 34.95.

Adams Express 10 1/2
 Alaska Petroleum 3 1/2
 American Can 9 1/4
 American Smelting 4 1/4
 American Telephone 14 1/4
 American Tobacco 7 1/4
 American Waterworks 7 1/4
 Anaconda Copper 27 1/4
 Aviation Corp. 5
 Baldwin Locomotive 9
 Bendis Aviation 29 1/4
 Bethlehem Steel 25 1/4
 Boeing Aircraft 10 1/4
 Borden Co. 40 1/4
 Canadian Pacific 11
 J. I. Case 34 1/4
 Chrysler 45 1/4
 Colgate 30
 Commercial Solvents 14 1/4
 Corn Products 50 1/4
 Dupont 43 1/4
 Eastman Kodak 41 1/4
 General Electric 30 1/4
 General Motors 30 1/4
 Goodrich 60 1/4
 Goodyear 30
 Homestake Mining 42
 International Harvester 24 1/4
 International Paper 47 1/4
 International Tel. & Tel. 8 1/4
 Johns Manville 37 1/4
 Kennecott Copper 45 1/4
 Montgomery Ward 10 1/4
 National Distillers 10 1/4
 National Lead 31 1/4
 New York Central 5 1/4
 Packard Motors 35 1/4
 Pan American Airways 9
 Pennsylvania RR 14 1/4
 Radio Corp. 10
 Retail Sift 10 1/4
 Remington Rand 9
 Republic Steel 17 1/4
 Reynolds Tobacco 37
 Sears Roebuck 38 1/4
 Shell Oil 33 1/4
 Socomey Vacuum 15 1/4
 Southern Pacific 35 1/4
 Standard Brands 10 1/4
 Standard Oil of Calif. 31
 Standard Oil of N. J. 30
 Studebaker 18 1/4
 Union Carbide 37 1/4
 US Rubber 35 1/4
 US Steel 21 1/4
 Lines 15
 Washington 23 1/4
 Youngstown Sheet & Tube 60 1/4

Bond funds tended higher. Among curb gainers were Long Star Gas, Louisiana Land, Tampa Electric, Cities Service.—Associated Press.

TO WHOM IT MAY CONCERN

SHANGHAI CARGO EX CANADA ASIATIC LINE LTD.'S

s.s. "CLIFFSIDE"

Owing to existing unsettled conditions at Shanghai, the Shanghai cargo ex the above vessel has been discharged into the Hong Kong & Kowloon Wharf & Godown Co., Ltd.'s godown, whence delivery may be obtained against surrender of the original Bills of Lading, duly endorsed.

The Shanghai cargo is stored at the sole risk and expense of the Consignees.

No Fire Insurance will be effected.

DODWELL & CO., LTD.
 Agents.
 Hong Kong, July 6, 1949.

The parties concerned are hereby notified that the Shanghai cargo ex the above vessel has been discharged into the Hong Kong & Kowloon Wharf & Godown Co., Ltd.'s godown, whence delivery may be obtained against surrender of the original Bills of Lading, duly endorsed.

The Shanghai cargo is stored at the sole risk and expense of the Consignees.

No Fire Insurance will be effected.

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 Hong Kong, July 6, 1949.

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The Shanghai cargo is stored at the sole risk and expense of the Consignees.

No Fire Insurance will be effected.



AMERICAN PRESIDENT LINES

The Global Fleet

TO HONOLULU AND SAN FRANCISCO

via JAPAN
 "President Cleveland" Arr. July 10 Sall. July 12
 "President Wilson" Arr. July 31 Sall. Aug. 2

TO SAN FRANCISCO AND LOS ANGELES

via JAPAN
 "President McKinley" Arr. July 16 Sall. July 17
 "President Taft" Arr. July 26 Sall. July 27

TO NEW YORK, BALTIMORE & BOSTON

via PACIFIC COAST & PANAMA
 "President Harrison" Arr. July 14 Sall. July 15
 "President Fillmore" Arr. Aug. 10 Sall. Aug. 11

ROUND-THE WORLD

VIA MANILA, SINGAPORE, COLOMBO, KARACHI, BUKH,
 PORT SAID, ALEXANDRIA, NAPLES, MARSILLES,
 GENOA, NEW YORK AND BOSTON

"Mount Mansfield" Arr. July 11 Sall. July 12
 "President Monroe" Arr. July 21 Sall. July 22

TO SOERABAJA, BATAVIA & SOENGELGERONG

"President Tyler" Arr. July 29 Sall. July 30
 "President Grant" Arr. Aug. 26 Sall. Aug. 27

Opposite Star Ferry. Tel. 24172/4.

For rates, special information call
 UNITED STATES LINE COMPANY Tel. 31251

Queen's Bldg. CHINESE AGENTS: 82, CONNAUGHT RD. C. TELS: 31196-25133

The above list indicates the principal ports of loading and discharge as presently intended, but not their rotation. For further information see schedule at the Company's Office.

For rates, special information call
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MESSAGERIES MARITIMES

ARRIVALS FROM		
OWENDO	Europe	12th July
OYONNAX	Europe	25th July
CHAMPOLLION	Marseilles	29th July
SAILING TO		
GIALONG	Haiphong	11th July
OWENDO	North Africa & Europe	15th July
OYONNAX	Japan	27th July
CHAMPOLLION	Marseilles via Manila	30th July
OYONNAX	North Africa & Europe	mid. August

For Passage and Freight Apply To:-

CIE DES MESSAGERIES MARITIMES
Queen's Building. Tel. 26651 (three lines)

The SWEDISH EAST ASIA Co., Ltd.

ARRIVALS FROM EUROPE		
M.V. TONGHAI	Sails for Keelung & Kobe	10th July
M.V. MINDORO	Sails for Kobe & Yokohama	3rd Aug.
M.V. TRAVANCORE	Sails for Kobe & Yokohama	5th Aug.
SAILINGS TO EUROPE		
M.V. BENGAL	Sails for Europe	15th July
M.V. MINDORO	Sails for Europe	20th Aug.

ADEN, PORT SAID, GENOA, MARSEILLES,
CASABLANCA, ANTWERP, ROTTERDAM (AMSTERDAM),
HAMBURG, COPENHAGEN, OSLO & GOTHENBURG.
DEEP TANKS AVAILABLE FOR BULK OIL

For further particulars apply:-

GILMAN & CO., LTD.

Agents,
Tel. 31146.

ISTHMIAN LINE

(Isthmian Steamship Co. of N.Y.)

ARRIVALS FROM U.S. ATLANTIC COAST		
S.S. "STEELE VENDOR"	Sails for Saigon Bangkok & Batavia	31st July
S.S. "QUEEN'S VICTORY"	Sails for U.S.A. via PANAMA	15th July
S.S. "MEREDITH VICTORY"	Sails for U.S.A. via PANAMA	18th August

for
LOS ANGELES and NEW YORK
For further particulars apply:-

GILMAN & CO., LTD.

Agents,
Tel. 31146.

Chinese Freight Agents
HIN FAT & CO., LTD.
Tel. 22822, 22823 & 22824

ISTHMIAN LINE

(Isthmian Steamship Co. of N.Y.)

DIRECT SAILING TO U.S.A. VIA PANAMA		
S.S. "QUEEN'S VICTORY"	LOADING 15th JULY	
S.S. "QUEEN'S VICTORY"	SAILING 16th JULY	

for
LOS ANGELES and NEW YORK
For further particulars apply:-

GILMAN & CO., LTD.

Agents,
Tel. 31146.

CHINESE FREIGHT AGENTS:-
HIN FAT & CO., LTD.
Tel. 22822 and 22823

MAERSK LINE

Managed by
A. F. MOLLER, COPENHAGEN.

General Agents in U.S.A.
MOLLER STEAMSHIP COMPANY INC.

PAST FORTNIGHTLY SERVICE TO:
NEW YORK, PHILADELPHIA, BOSTON & BALTIMORE, VIA
SAN FRANCISCO, LOS ANGELES AND PANAMA

Accepting transhipment cargo for Caribbean and Gulf Ports

NEXT SAILINGS

M.S. "TREN MAERSK"	July 19
M.S. "PETER MAERSK"	July 31
M.S. "MARCHEN MAERSK"	Aug. 15

Special Tanks available for the carriage of oil in bulk

ARRIVALS FROM U.S.A.		
M.S. "SALLY MAERSK"	July 23	
M.S. "ARNOLD MAERSK"	Aug. 2	
M.S. "GRETE MAERSK"	Aug. 17	

For Freight and Further Particulars please apply to:-

MAERSK LINE A/S

For Freight and Further Particulars please apply to:-

JESEN & CO. Tel. Nos. 26651-2
Queen's Building, 10, Pedder Street

AIR AND SHIPPING INTELLIGENCE

Shipping Arrivals

YESTERDAY		
Bombay (Holland)	10	10
Perth (Holland)	10	10
Perth (Holland)	10	10
Perth (Holland)	10	10

TODAY		
Bombay (Holland)	10	10
Perth (Holland)	10	10
Perth (Holland)	10	10
Perth (Holland)	10	10

TOMORROW		
Bombay (Holland)	10	10
Perth (Holland)	10	10
Perth (Holland)	10	10
Perth (Holland)	10	10

Shipping Departures		
Bombay (Holland)	10	10
Perth (Holland)	10	10
Perth (Holland)	10	10
Perth (Holland)	10	10

YESTERDAY		
Bombay (Holland)	10	10
Perth (Holland)	10	10
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TODAY		
Bombay (Holland)	10	10
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TOMORROW		
Bombay (Holland)	10	10
Perth (Holland)	10	10
Perth (Holland)	10	10
Perth (Holland)	10	10

Vessels In Port		
Bombay (Holland)	10	10
Perth (Holland)	10	10
Perth (Holland)	10	10
Perth (Holland)	10	10

TODAY		
Bombay (Holland)	10	10
Perth (Holland)	10	10
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Shipping Departures		
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JARDINE, MATHESON & CO., LTD.

FREIGHT DEPARTMENT 10 PEDDER ST. TEL. 30311
PASSENGER DEPARTMENT 6/6 CHATER RD. TEL. 30311

INDO-CHINA S. N. CO., LTD.

SAILINGS TO		
S.S. "TAMSANG"	Swatow, Takao & Keelung	13th July
S.S. "WINGSANG"	Singapore, Penang	13th July
S.S. "WINGSANG"	Rangoon & Calcutta	14th July
S.S. "WINGSANG"	Keelung	14th July
S.S. "WINGSANG"	Incheon	14th July
S.S. "WINGSANG"	Singapore, Penang	21st July

ARRIVALS FROM		
S.S. "TAMSANG"	Keelung	11th July
S.S. "WINGSANG"	Calcutta, Straits & Saigon	11th July
S.S. "WINGSANG"	Keelung via Foochow	11th July
S.S. "WINGSANG"	Sandakan	16th July
S.S. "TAMSANG"	Keelung	16th July

